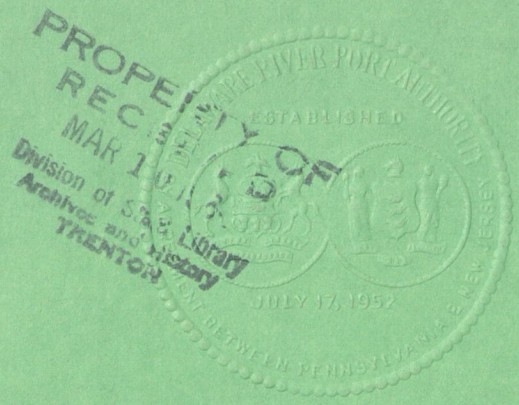


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REPORT
OF THE
Delaware River Port Authority
OF
PENNSYLVANIA AND NEW JERSEY



1959





WALT WHITMAN BRIDGE OUTLINED PICTURESQUELY BEFORE SHIPS AND CLOUDS. VIEW IS FROM PHILADELPHIA TO NEW JERSEY

REPORT
OF THE
Delaware River Port Authority
TO THE
Governors and Legislatures of the
Commonwealth of Pennsylvania
and the
State of New Jersey
1959

PENNSYLVANIA

JAMES V. BANEY, *Chairman*
TED SCHLANGER
FRANK M. STEINBERG
ROBERT F. KENT
CHARLES C. SMITH
THEODORE L. BLUMBERG
(Deceased December 3, 1959)
J. GRIFFITH BOARDMAN
JAMES H. J. TATE

NEW JERSEY

RALPH CORNELL, *Vice-Chairman*
EDWARD C. MCAULIFFE
ERWIN S. CUNARD
JAMES P. JOHNSON
EARL B. HOWE
JOSEPH M. HITZEL, JR.
BARTHOLOMEW A. SHEEHAN
(Vacancy)

EXECUTIVE DIRECTOR

JOSEPH K. COSTELLO
(Retired July 31, 1959)

SECRETARY

JOHN M. McCULLOUGH

PENNSYLVANIA COUNSEL

FRANCIS W. SULLIVAN

SPECIAL COUNSEL

MORRIS DUANE

**PORT DEVELOPMENT
DEPARTMENT DIRECTOR**

J. ALEX. CROTHERS

CHIEF CLERK

ROBERT L. STECK

TREASURER

C. H. McWILLIAMS

NEW JERSEY COUNSEL

BRUCE A. WALLACE

CHIEF ENGINEER

DANIEL M. KRAMER

**SUPERINTENDENT
DEPARTMENT OF BRIDGES**

FRANK L. SUPLEE, JR.

PUBLIC RELATIONS DIRECTOR

WILLIAM A. GAFFNEY

ADMINISTRATION BUILDING
BENJAMIN FRANKLIN BRIDGE PLAZA
P. O. Box 1949, Camden 1, N. J.

CONTENTS

	PAGE
View of Walt Whitman Bridge	Frontispiece
Annual Report	5
Dedication of Walt Whitman Statue	12
Port Jobs Chart	14
Port Wage Chart	15
Floating Crane Lifting Heavy Cargo	16
A Busy Day in the Port of Philadelphia	22
Classification of Vehicles (Benjamin Franklin and Walt Whitman Bridges)	27
Classification of Vehicles (Bridges Combined)	28
Rail Transit Line	29
Traffic Trends	30
Analysis of Traffic	31
Auditor's Certificate	35
Balance Sheet	36-37
Cash	38
Investments	39
Funded Debt	40
Revenue and Expenses	41
1959 Traffic Classification and Revenue	42
Source and Disposition of Funds	43
Summaries of Operations	44-45
Benjamin Franklin Bridge Data	46
Walt Whitman Bridge Data	47
Rules and Regulations	48

ANNUAL REPORT

OF THE

Delaware River Port Authority

of Pennsylvania and New Jersey

TO THE HONORABLE: THE GOVERNORS AND
THE LEGISLATURES OF THE COMMON-
WEALTH OF PENNSYLVANIA AND THE
STATE OF NEW JERSEY

Management of the two principal facilities operated by the Delaware River Port Authority, the Benjamin Franklin and Walt Whitman Bridges, during the year became largely a matter of routine operation and maintenance.

Stability of bridge operation was, however, elevated above the commonplace by several factors. Dramatic increase in growth of patronage over the Walt Whitman Bridge was enhanced by completion of key access links on both the Pennsylvania and New Jersey approaches. Growth of traffic over the older Benjamin Franklin Bridge, though far less spectacular, was sufficient to indicate that it has an unrealized potential of service to the economy of the interstate region.

The point of significance is that the relative state of equilibrium in facilities' operation enabled the members of the Authority to turn their attention to other of the essential governmental functions set forth in the interstate compact.

Preeminent among these were, first, a new study of the extension of high-speed rail transit into Southern New Jersey and, second, a major expansion of the port promotion program.

Establishment of a rapid transit system has been an uncertain dream of the people of Southern New Jersey for a third of a century. For well over a decade, it has been a concern of the Authority and of its immediate predecessor, the Delaware River Joint Commission. Since July 17, 1952, when Congressional approval was given to joint state legislation creating the Delaware River Port Authority,

such a transportation system has been a specific, though permissive, concern.

Annual reports from 1956 through 1958 have related in detail our activity in this regard, but a brief summary here may be useful in establishing the setting for the current year's activity.

Article I (j) of the interstate compact states that the Authority "shall be deemed to be exercising an essential governmental function" as the public agency of the two states by "the establishment, maintenance, rehabilitation, construction and operation of a rapid transit system for the transportation of passengers, express, mail and baggage between points in New Jersey communities within the Port District and within a thirty-five (35) mile radius of the City of Camden, New Jersey, and points within the City of Philadelphia, Pennsylvania, and intermediate points."

Unlike all but a few of the other functions which the Authority may consider, construction of a rapid transit system does not require joint legislative action by the two states. Article XII declares that such a system may not be constructed, erected or otherwise acquired "unless and until the Commission shall have made to the Legislature and Governor of the State of New Jersey and the Legislature and Governor of the Commonwealth of Pennsylvania a detailed report dealing only with such contemplated facility or project, and the Governor of said State and the Governor of said Commonwealth shall have filed with the Commission their written consents to such construction, erection or acquisition."

In other words, while the Authority has a reporting responsibility to the two Legislatures, it may proceed with construction, erec-

tion or acquisition of a rapid transit system upon simple written notice of the two chiefs of state that they approve the plans as submitted.

As soon as financing of construction of the Walt Whitman Bridge had been accomplished and the construction itself well-launched, the Authority turned its attention to the rapid transit problem.

The engineering firm of Parsons, Brinckerhoff, Hall and Macdonald (now Parsons, Brinckerhoff, Quade and Douglas) was employed in August, 1954, to submit a comprehensive plan at a fixed fee of \$325,000. The plan was submitted under date of January, 1956 and, on July 18, 1956, the Authority recommended its approval to the Legislatures and the two Governors.

At a minimum cost of \$242,000,000, it was recommended that the present Benjamin Franklin Bridge Rail Transit Line, opened to traffic in 1936 and connecting Broadway Station, Camden, with the Market Street Subway-Elevated System at 8th and Market Streets in Philadelphia, be discontinued. This line was constructed at a cost of more than \$11,000,000. For it would be substituted a subway from Broadway Station, Camden, via a subaqueous tunnel under the Delaware River and a new subway along the line of Arch Street, Philadelphia, to a terminal under Reyburn Plaza adjacent to Philadelphia City Hall.

A feasibility analysis accompanying the report estimated that the Port Authority, over the 40-year life of the project financing, could contribute from surplus approximately \$113,600,000 to the minimum cost. This analysis, however, assumed a total moratorium upon any new projects, limitation of port development expenditures to a minimal \$250,000 a year, and a revenue-producing high-level replacement for the present low-level Tacony-Palmyra Bridge, reference to which will be found elsewhere in this report.

The Authority accepted these conditions in its recommendations to the two governors, but the project created little enthusiasm either among the public or at any level of government. Both states were then, as now, wrestling

with their own difficult fiscal problems and a subsidy of the size contemplated, [and the engineers made it very clear that it would of necessity be a subsidy], presumably was beyond the limits of realistic consideration.

In September, 1958, the Authority received from the Urban Traffic and Transportation Board of the City of Philadelphia, an agency created in 1953 by resolution of the Philadelphia City Council, a proposal for construction of a rapid transit extension of the Benjamin Franklin Bridge rail line of far less ambitious proportions. The study, prepared by Louis T. Klauder and Associates, Philadelphia, consulting engineers, suggested a rail line from Broadway Station to Kirkwood utilizing one track of the double-tracked Pennsylvania-Reading Seashore Line. It was proposed that it be a single-track system, a system of "turn-outs" being recommended in lieu of double-tracking. It also was proposed that automatic warning gates be installed at grade crossings, thus avoiding the expense of a fully grade-separated line. Cost was estimated at \$25,000,000.

Our Transportation Committee took the proposal under study and subsequently recommended that it be rejected for what the committee regarded as two basic deficiencies: single-tracking and lack of grade separation. It was recommended to the Urban Traffic and Transportation Board that the entire project be reconsidered with a view toward repair of these defects.

In March of the present year, a revised report which addressed itself to these objections was received. Two proposals with respect to the Camden-Kirkwood line were incorporated. The first, which included separation of the major highway crossings, recommended double-tracking the system to Haddonfield, with single line operation from that community to Kirkwood, some five miles to the southeast. Cost was estimated at \$36,000,000 provided that certain improvements at the 8th and Market Streets interchange in Philadelphia be undertaken by the City of Philadelphia at a cost of about \$3,500,000. The second proposal, contemplating a fully double-tracked and grade-

separated system, was estimated to cost \$41,000,000.

The Authority was prohibited from adopting the revised proposal as its own by the specific language of Article XII, quoted above and, therefore, at its May meeting, retained the Philadelphia transportation engineering firm of Simpson and Curtin to prepare an "evaluation" of the proposal at a cost of \$25,000. This fee was slightly increased subsequently when need was found for some additional field engineering studies.

The final Simpson and Curtin report had not been received at year's end but was expected to be submitted shortly after the beginning of the year. When received, it is anticipated that it will be given exhaustive study by the Transportation Committee before final recommendations are presented for action by the Authority as a whole.

While the Transportation Committee was thus engaged through the major portion of the year in guiding the transportation study through its various stages, the members of the Port Development Committee, in intimate cooperation with the staff of the Port Development Department, were busily pursuing the expansion of another area of the economy.

During the fall and early winter of 1958, there had been several informal discussions between the Chairman and members of the Board of Governors of the Philadelphia Port Bureau and the Authority's Port Development Committee. The Philadelphia Port Bureau was organized in 1945 for the purpose of the active solicitation of waterborne cargo for Philadelphia. Supported by voluntary contributions from the port industry and business, the bureau had performed a yeoman service in the post-war growth of traffic through the ports of the Delaware. When the Port Promotion Bureau of the Delaware River Joint Commission was established late in 1949 (later to become the Authority's present Port Development Department), an informal agreement upon the division of the port solicitation effort was devised. The Port Bureau would assume complete responsibility for the promotion of maritime cargo in Eastern Pennsylvania,

Southern New Jersey, Delaware and the District of Columbia, while the Authority's solicitation effort would range further afield through offices to be established in New York, Pittsburgh and Chicago. These offices were opened in 1953.

In operation over ensuing years, this working arrangement was carried out agreeably and with the most intimate and mutual cooperation. However, as 1958 waned, the Authority was advised that the Port Bureau's funds were dwindling to the point where it was feared that its activities could not be supported beyond approximately mid-1959. This unhappy situation did not result from any lessening concern in port affairs upon the part of the industry generally but rather in the growing belief that, since the interstate compact charged the Port Authority, as the public corporate agent of the two states, with a major role in port promotion, it should assume with public funds the obligation which business and industry voluntarily had borne. This view was sympathetically shared by the members and, in the spring of the present year, formal action was taken to assume the advertising and promotional activities of the Port Bureau, effective July 1.

Six weeks prior thereto, the Port Development Committee held a significant conference with a group of leaders of the shipping industry of the area, inviting from them an expression generally of their views as to the course which the Authority should pursue through its prospective new adjunct, a Philadelphia Regional Office.

Directly as a result of this meeting, the Regional Office was established in a suite overlooking Independence Hall and the nobly emerging North and East Malls which flank it.

Late in the year, a second meeting with a select group of shippers and transportation officials was held at which the future activities of the Port Development Department and its expanded system of field offices again were reviewed. A few weeks earlier, the Authority unanimously had adopted the largest budget for port promotional activities in the decade of the department's history, the sum of

\$406,380.00. It may be noted that the total represents a 62.4 percent increase over the sum at which port promotional activities would have been "pegged" had the 1956 proposal for financing of a rapid transit system been adhered to.

At the year-end meeting, spokesmen for the Authority asserted the desire to move forward boldly and vigorously in a broad program of port activity, and to assume the position of coordinating leadership which industry's spokesmen in turn had urged.

While the Authority, as an official body, was addressing itself to the areas of rail transit study and port activities' expansion, a major step was taken in the field of internal administration. Prior to his retirement on July 31, after more than 38 years of continuous service as chief salaried executive of the Authority and its two predecessor bodies, Joseph K. Costello recommended and the members approved engagement of the firm of Worden and Risberg, of Philadelphia, to con-

duct a major job evaluation and wage classification survey.

The basic organization of the administrative offices had been designed for bridge operation primarily. Steady increase in the range of the Authority's activities and interests and the certainty that the future would hold further and, in measurable degree, unpredictable new obligations had become progressively more apparent to the Executive Director and to the Committee on Continuity of Employment, charged with supervision of personnel matters. A professional evaluation of job responsibilities and relationships, keyed to a wage classification system consistent with that of comparable agencies, appeared to be a desirable and logical first step into the beckoning future.

This report, too, will be presented in final form sometime early in the forthcoming year.

These are the broad strokes of our activity during the year; now, to deal with the whole range of that activity in its relevant detail.

DEPARTMENT OF BRIDGES

Operation of the Benjamin Franklin and Walt Whitman Bridges during 1959 confirmed certain tentative conclusions as to their respective traffic trends which were reported in 1958.

The short form statistics are these:

		<i>Increase Over 1958</i>
Total traffic,		
both bridges	41,443,408	11.18%
Benjamin Franklin		
Bridge	25,090,455	4.42%
Walt Whitman		
Bridge	16,352,953	23.44%

The Walt Whitman Bridge was opened to traffic just after midnight on the morning of May 16, 1957. Thus, we have two full calendar years of experience by which to measure, in the first instance, the success of the new bridge in its own right and, in the second, its influence upon the traffic pattern of the old.

Statistics given above tell a portion of the story. The Walt Whitman Bridge traffic still

is in a period of dramatic, unchecked growth. Average daily traffic literally leaped from 36,296 in 1958 to 44,803 this year. Comparable growth is anticipated during 1960, when the full influence of improved access connections, to which reference is made below, is reflected in motorist preferences.

The Benjamin Franklin Bridge in 1956 carried average daily traffic of 87,975, the highest in the then thirty years of operation. In 1958, the average daily movement fell to 65,834, thereby reflecting the planned diversion of traffic via the Walt Whitman from congested streets of the central cores of Camden and Philadelphia. But, in the present year, the Benjamin Franklin's average daily vehicular flow recovered moderately to 68,741 and, at year's end, was holding that rate of recovery.

The year provided an interesting relationship between statistics and events. Definitely contributing to traffic growth over the Walt Whitman were three events:

1. Opening to traffic over its full length of the splendid North-South Freeway constructed by the New Jersey Highway Department, by passing congested Black Horse Pike communities over an eleven-mile stretch from Morgan Boulevard, Camden, to Turnerville. The final, three-mile link between Blenheim and Turnerville was opened on Thursday, May 28.
2. Opening to traffic on November 25 of the final link of the Schuylkill Expressway between 30th Street and 28th Street and Vare Avenue in Philadelphia, constructed jointly by the Pennsylvania Department of Highways and the City of Philadelphia, with Federal assistance. The Walt Whitman Bridge is not the exclusive beneficiary of this improvement since the Expressway also is a direct, limited access connection between the Pennsylvania Turnpike at King of Prussia and the New Jersey Turnpike via Vine Street and the Benjamin Franklin Bridge.
3. Inauguration of operation of the magnificent new Philadelphia Food Distribution Center on June 26, following dedication by United States Secretary of Agriculture Ezra Taft Benson on June 18. This notable municipal improvement, replacing the unsightly and near-derelict "Dock Street" area, (soon to be dispelled from unhappy memory by extension of the East Mall and the projected "Washington Square East"), is located between Packer and Pattison Avenues directly south of the Walt Whitman's Toll Plaza. Still in the early stages of development, the great Center is destined to contribute a steadily growing flow of truck traffic over the bridge to Southern New Jersey and to distribution routes via the New Jersey Turnpike.

When our traffic engineers made their estimates of traffic for the Walt Whitman Bridge in December, 1952, as revised in April, 1953,

more than four years before the \$86,000,000 structure was ready for operation, it had been assumed that both the North-South Freeway and the Schuylkill Expressway would be completed in their entireties and operating on the bridge-opening date. Actually, their completions were delayed one year and eighteen months, respectively.

In the light of these facts, the engineers' traffic estimates compared with actual experience are arresting indeed. It was estimated that, during the first full year of operation, which became the period May 16, 1957-May 15, 1958, the Walt Whitman Bridge would carry 15,313,000 vehicles, the Benjamin Franklin 21,655,000. Actual traffic was 11,307,035 and 24,462,654, respectively. In short, during the first full year of operation, the Walt Whitman Bridge carried 26.1 percent less traffic than had been estimated; the Franklin 13.4 percent more.

For the second full year of operation—the period of May 16, 1958-May 15, 1959—Walt Whitman traffic was estimated at 16,849,000; Benjamin Franklin, 22,713,000. Actual experience found that Walt Whitman traffic fell short of the estimate by 14.5 percent, while Benjamin Franklin had exceeded it by 8.5 percent.

In one twelve-month period, the gaps between estimates and experience were closing dramatically. The closure is even more sharply emphasized by the fact that traffic for both bridges during the first full year of operation was only 3.2 percent below the engineers' projections and, during the second year, only 1.27 percent.

Even more dramatic is this fact: the estimate submitted by Coverdale and Colpitts of total traffic over the two bridges for the calendar year 1959 is less than 1/1000th in excess of the actual traffic.

It is almost statistically accurate to state that the lag below estimates of Walt Whitman traffic has been due to the unanticipated delay in completion of improved access highways whose completion at bridge-opening date the estimates assumed. The less than anticipated diversion of traffic from Benjamin Franklin is

largely, if not wholly, attributable to the same circumstances.

Although, on balance, the factors nourishing traffic growth on both bridges far outweighed depressing influences, such influences did exert their effects. Affecting traffic on both bridges in some degree were, first, the outbreak of eastern equine encephalitis in Southern New Jersey, publicly identified and announced by the New Jersey State Board of Health on September 22. Traffic prior to the announcement had been marked by relatively large comparative gains, influenced by the balmy post-Labor Day weather which sustained week-end traffic to shore resorts. Public concern over the threatening epidemic resulted in cancellation of resort weekends as well as some early autumn convention activity. The greater than seasonal loss for the next three Sundays following September 22 approximated 12,000 vehicles.

Of far greater impact was the 116-day nationwide steel strike over the period July 15-November 7, when it was halted by the so-called "Taft-Hartley Injunction." Generally the effect on both bridges was noted by a decrease in normal and expected rates of traffic increase. The Assistant Superintendent, Department of Bridges, in charge of Walt Whitman operations, a veteran student of traffic trends, placed the loss on that crossing alone as in the order of 150,000 vehicles, an

average estimated loss of about 1,800 vehicles per working day during the period of mill inactivity. Traffic loss on the Benjamin Franklin Bridge is less susceptible of allocation but certainly was substantial.

The Benjamin Franklin Bridge still is handicapped by the historic inadequacy of the Penn Street outlet and the Linden Street entrance to the Camden Toll Plaza. It further suffers traffic interference from the left-hand turning movement of westbound traffic emerging from Broadway. The simple fact is that the bridge has a far greater capacity for smooth traffic flow than the eastbound and westbound feeder arteries in Camden will permit.

The physical limitations of Penn and Linden Streets are further aggravated by conditions on Admiral Wilson Boulevard, over which the Authority has neither jurisdiction nor control. The boulevard, inherently one of Camden's fine commercial thoroughfares, suffers occasional flooding during periods of heavy rainfall, particularly at high tide. Furthermore, at irregular but unpredictable intervals, the bridge which carries boulevard traffic over the Cooper River jams in the up position, imposing an insuperable roadblock to traffic. Such an instance, which occurred on September 18, unhappily just as the Friday afternoon traffic peak was developing, literally paralyzed the central city streets of Philadel-

TOTAL YEARLY TRAFFIC BREAKDOWN

	1959	1958	Increase	Per Cent
Automobiles and Light Trucks	34,479,371	31,097,941	3,381,430	10.87
Commutation Tickets	3,789,395	3,286,832	502,563	15.29
(A) Total Automobiles and Light Trucks	38,268,766	34,384,773	3,883,993	11.30
Motor Trucks	1,279,605	1,190,954	88,651	7.44
Tractors and Trailers	797,962	657,092	140,870	21.44
Special Permits	547	369	178	48.24
(B) Total Heavy Trucks	2,078,114	1,848,415	229,699	12.43
Motorcycles	21,451	20,729	722	3.48
Horse Drawn Vehicles	1	1		
Autos and Trailers	38,090	33,280	4,810	14.45
(C) Total Miscellaneous Vehicles	59,542	54,010	5,532	10.24
(D) Total Buses	1,036,986	990,284	46,702	4.72
Grand Totals (A, B, C, D)	41,443,408	37,277,482	4,165,926	11.18

phia and Camden. Heroic efforts on the part of bridge police and the police of Camden and Philadelphia, plus invaluable assistance on the part of all radio stations in the area which broadcast warnings of the traffic paralysis to motorists, eventually restored conditions to normal. Had a critical emergency arisen in the affected portions of either city when the traffic jam was at its peak, the results could have been disastrous.

Three years ago, the Authority came to grips with this problem when it offered to pay ten percent (the State of New Jersey's share) of the cost of an East-West Freeway, eliminating the Camden Plaza bottleneck and carrying through traffic out of the City of Camden to some point of connection or approximate connection either with Route 295, now under partial construction, or with the New Jersey Turnpike, or both. The sum of \$2,000,000 in our reserve was earmarked for this purpose and remains so designated. Unfortunately, efforts to secure inclusion of the East-West Freeway under the "90-10" formula of the Federal Highway program were unsuccessful.

A footnote on this situation is contained in a direct quotation from the annual report of the Superintendent, Department of Bridges, which states:

"The difficulties experienced by motorists in getting off the Camden Plaza because of the very limited capacity of Penn Street with traffic lights every block, the interruptions caused by the low-level drawbridge on U. S. Route 30 over Cooper River and the frequent flood-

ing of Admiral Wilson Boulevard (U. S. Route 30) at high tide, which is further aggravated by rainfall at high tide, emphasizes the almost desperate need for a limited access grade-separated East-West Freeway, with a high-level crossing of the Cooper River."

Distribution of traffic by familiar categories as between the two bridges reveals some further interesting comparisons:

	<i>Benjamin Franklin Bridge</i>	<i>Walt Whitman Bridge</i>
Autos and light trucks	60%	40%
Commutation tickets	52%	48%
Motor trucks	69%	31%
Tractors and trailers	52%	48%
Special permit vehicles ..	23%	77%
Motorcycles	62%	38%
Autos and trailers	45%	55%
Buses	97%	3%
TOTAL	61%	39%

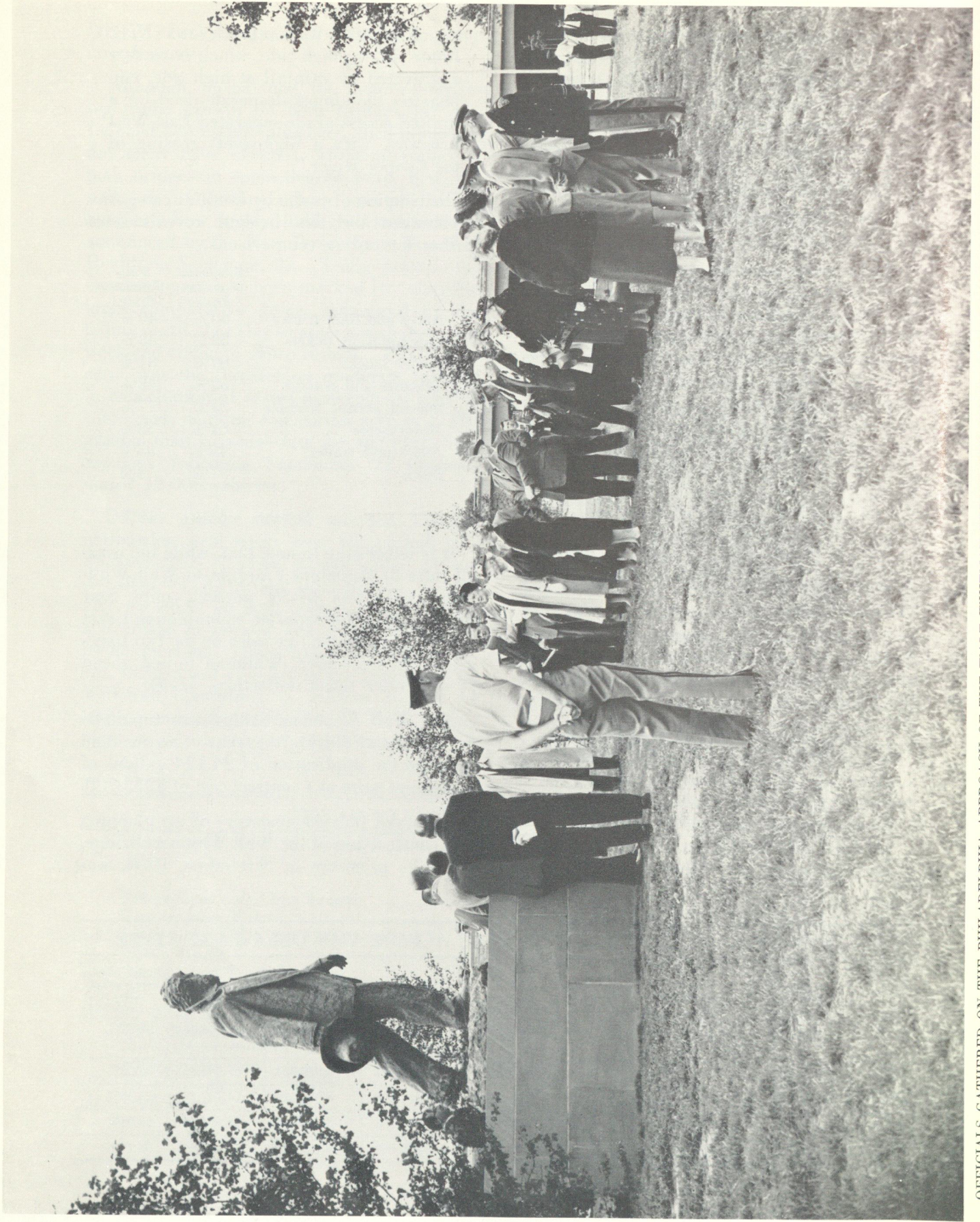
It is interesting to note that, while the overall ratio of Benjamin Franklin to Walt Whitman traffic was 61-39 percent, only four percentage points separate commutation ticket sales and tractor-trailer sales on the two structures. In December, Whitman forged ahead in commuter ticket collections 51-49.

The Walt Whitman Bridge was repainted in its entirety during the year. No incident attended the application of 24,124 gallons of aluminum paint at a contract cost of \$272,700.

The color film documentary of the planning and construction of the Walt Whitman Bridge, given its premiere in November, 1958, was

DISTRIBUTION OF VEHICULAR TRAFFIC ACROSS THE DELAWARE RIVER

Year	Benjamin Franklin Bridge	Walt Whitman Bridge	Total of Delaware River Port Authority Facilities	Tacony-Palmyra Bridge	Burlington-Bristol Bridge	Delaware Memorial Bridge	Total Cross River Traffic	Delaware River Port Authority Share of Traffic
1955	32,058,006	Not in Operation	32,058,066	10,598,274	3,847,665	8,252,920	54,756,865	58.73%
1956	32,198,966	"	32,198,966	12,778,090	4,125,924	8,830,831	57,933,811	55.56%
1957	27,530,720	7,249,910	34,780,630	14,016,131	4,117,796	8,823,029	61,737,586	56.34%
1958	24,029,518	13,247,964	37,277,482	14,398,867	4,856,836	8,933,612	65,466,797	56.94%
1959	25,090,455	16,352,953	41,443,408	15,977,983	5,869,683	9,783,873	73,074,947	56.71%



OFFICIALS GATHERED ON THE PHILADELPHIA APPROACH OF THE WALT WHITMAN BRIDGE FOR DEDICATION OF STATUE OF WORLD-FAMOUS POET.

seen by at least 41,000 persons during the present year, on free loan made directly from our film library through the Public Relations Office. Other showings, for which we have no audience estimates, include loan of nine copies of the film through city and county audio-visual aid commissions; five copies which are in almost daily circulation among the public schools of Philadelphia county and three films placed on indefinite loan, without charge, with the Educational Film Library of the Philadelphia Free Library. In addition, eleven prints are circulated widely by the Modern Talking Picture Service throughout the Middle Atlantic area. It is our understanding that the film will be entered during the coming year in a national educational and industrial film competition.

THE WALT WHITMAN STATUE AND PLANTATIONS

The Authority was honored and pleased when, on June 1, 1959, there was placed in its custody and perpetual care a copy of Joe Davidson's original heroic figure of Walt Whitman. The statue, depicting the famous American poet and man of letters in full stride, hat in hand and coat open to the wind, is reproduced on page 12 of this report.

R. Sturgis Ingersoll, Vice President of the Fairmount Park Art Association, which acquired the statue, presented it to William T. Gennetti, Commissioner of Public Property of the City of Philadelphia, who, in turn, gave it into the custody of the Chairman of the Delaware River Port Authority, James V. Baney.

The statue is erected on a simple base on a landscaped plateau at the southwest corner of Broad Street and Packer Avenue, flanked by Broad Street on the east and by the encircling ramp south from the bridge approachway to Broad Street.

The location is pivotal in the aesthetic environment of the North-South park area created by Marconi Plaza and Franklin Delano Roosevelt Park, and the east-west reach of the Walt Whitman Bridge "Plantations", the name given by our landscape architect to

the landscaped areas lining each side of the approaches in Philadelphia and New Jersey.

THE BRIDGES AND TRAFFIC SAFETY

On the early morning of March 15, one impetuous young motorist, operating his vehicle at reckless speed in the vicinity of the underpass of the Pennsylvania Railroad at 25th Street, brought the first fatality to the Walt Whitman Bridge.

The single fatality resulted after more than 23,200,000 vehicles of all kinds had crossed the bridge and rolled up the remarkable total of more than 73,400,000 vehicle miles.

The fatality rate on the Walt Whitman Bridge for the year thus became 1.47 per 100,000,000 vehicle miles or only about one-fourth the national highway death rate of 5.6. There were no fatalities on the Benjamin Franklin Bridge, making the overall fatality rate for the two structures 1.027 or substantially less than one-fifth the national rate.

There was one accident for every 273,954 vehicle miles of travel on the Walt Whitman Bridge, one for every 134,933 vehicle miles on the Benjamin Franklin Bridge, or a combined rate of one accident for every 185,822 vehicle miles. Fortunately, few of these accidents involved injury of any kind to motorists.

These figures, comparing admirably with any similar structures in the world, were the result of ceaseless police patrol, meticulous inspection and maintenance of the bridge structures and their approach roads, and a sustained campaign of driver education coupled with warnings and, in aggravated cases, arrests.

To do this, vehicles operated by Authority personnel traveled a total of 959,721 miles. Ceaseless patrolling of the bridge structures and appurtenant roadways around the clock in all conditions of weather insures that no accident or untoward incident will pass unnoticed and unreported by more than a few minutes at any hour of the day or night.

Standard speed limits on the bridges themselves had been fixed by resolution of the Authority at 35 miles per hour. This limitation applied also to the Authority-owned and

patrolled approachways of the Walt Whitman Bridge. At the instance of several members and following an exhaustive survey of speed limits on other structures by the Department of Bridges, the restriction was liberalized to 45 miles per hour by action of the meeting of December 16. Since the maximum speed on the Schuylkill Expressway where it connects with the Walt Whitman Bridge approach at 28th Street and Vare Avenue is 50 miles per hour, that speed was adopted by the Authority to the point of "slow-down" prior to entering the toll plaza. Portions of the New Jersey approach system under our jurisdiction were posted at 50 miles an hour to the point where the roadways converge to enter the bridge structure proper in the vicinity of Newton Creek. In the final two weeks of the year, following these changes in standing regulations, it was noticeable that warnings of motorists for excessive speeding were more than halved.

In addition to their routine duties, bridge operating forces had a myriad of miscellaneous activities. A total of 5,002 vehicles were removed by various standard means from the Walt Whitman Bridge without charge to their owners and operators, and 4,262 from the Benjamin Franklin. The annual report of the Captain of Police of the Walt Whitman Bridge notes, inter alia, the capture and turnover to the Society for the Prevention of Cruelty to Animals of 12 dogs and one cat which, unwisely, sought to debate matters with traffic

on the bridge, and 8 runaway children and one lost child were identified and detained pending appropriate disposition of their wanderlust.

THE PORT DEVELOPMENT DEPARTMENT AND PORT ACTIVITIES

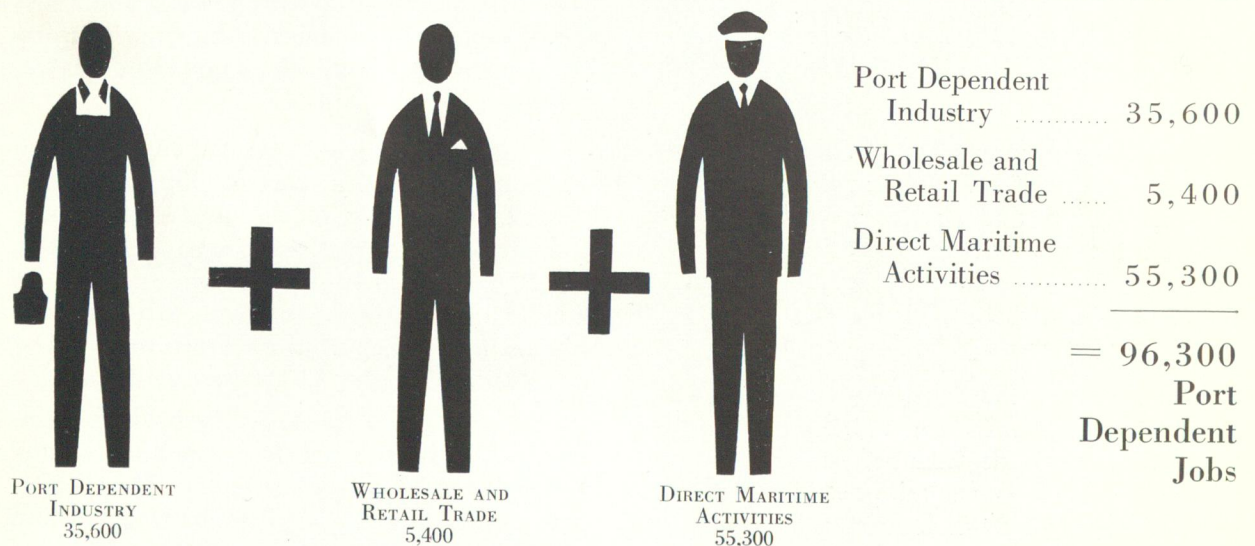
We have dealt, in our foreword, with certain actions having both as their objective and their result the reinvigoration of our entire Port Development program and of a policy of coordinating leadership in port affairs by the Authority.

These were the high-points of activity which came as the cap-sheaf to a year which, so far as tentative statistics and projections enable us to estimate, regained for the Delaware River Ports some, if not all, of the tonnage lost as a result of the 1958 economic recession.

It is estimated that the Delaware River Port handled over 100,000,000 tons of cargo during the year. Foreign commerce set a new record during the year with an estimated 47,500,000 tons.

One historic and unailing symbol of port vitality was official statement that Federal customs collections for the port in the year 1959 amounted to \$65,391,454.05, a 13.7 percent increase over the preceding year and the highest aggregate of customs collections in the history of the tidal estuary.

There were two events of great significance



in which the Port Development Department played a moving part. These were:

1. A proposed report by an Examiner of the Interstate Commerce Commission upholding our contention that the present and historic railroad rate differentials existing as between New York, Philadelphia and Baltimore should be continued.
2. Publication of a report on THE ECONOMIC IMPACT OF THE DELAWARE RIVER PORTS and widespread distribution of a brochure abstract pictographically emphasizing the significance of port commerce to the area as a whole.

The "first-round" victory in the so-called "Port Differentials Case" (I. & S. 6615 = Equalization of Rates at North Atlantic Ports) is of very substantial importance. It further demonstrates the poignant fact that port rate litigation is long, complex and time-consuming.

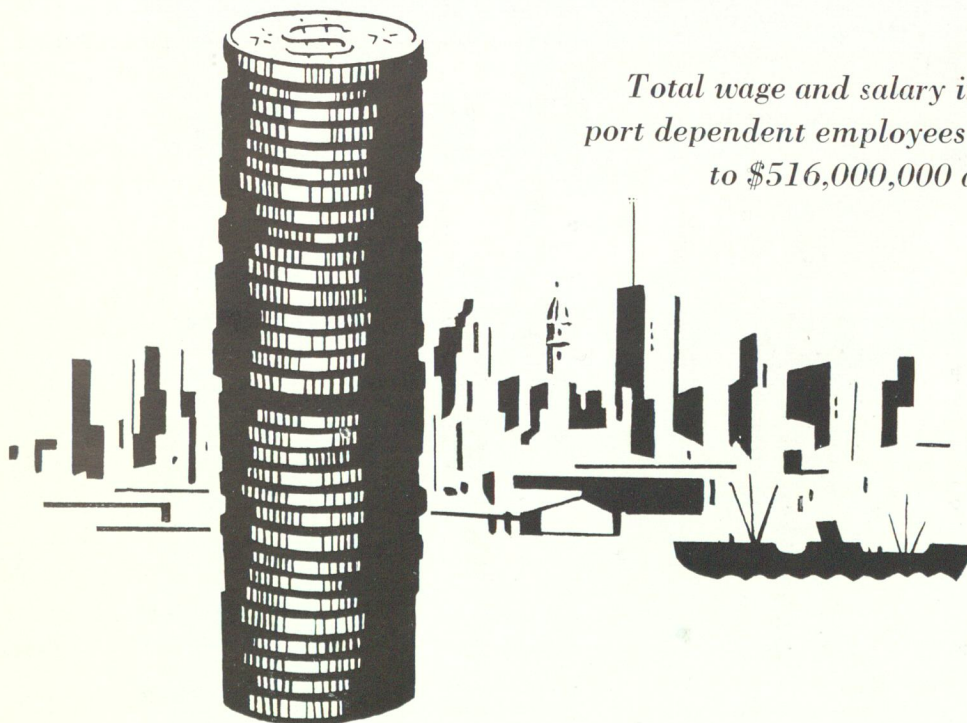
The case had its beginning in 1956 when the railroads serving New York, Boston, Albany and Portland, Maine filed tariffs placing their railroad rates on the same level as Balti-

more. This move, promptly challenged by threatened ports, had the objective of wiping out the so-called "rate differentials" = rate differences which relate the North Atlantic ports = which had been in existence and which had repelled all assaults upon them for almost three-quarters of a century.

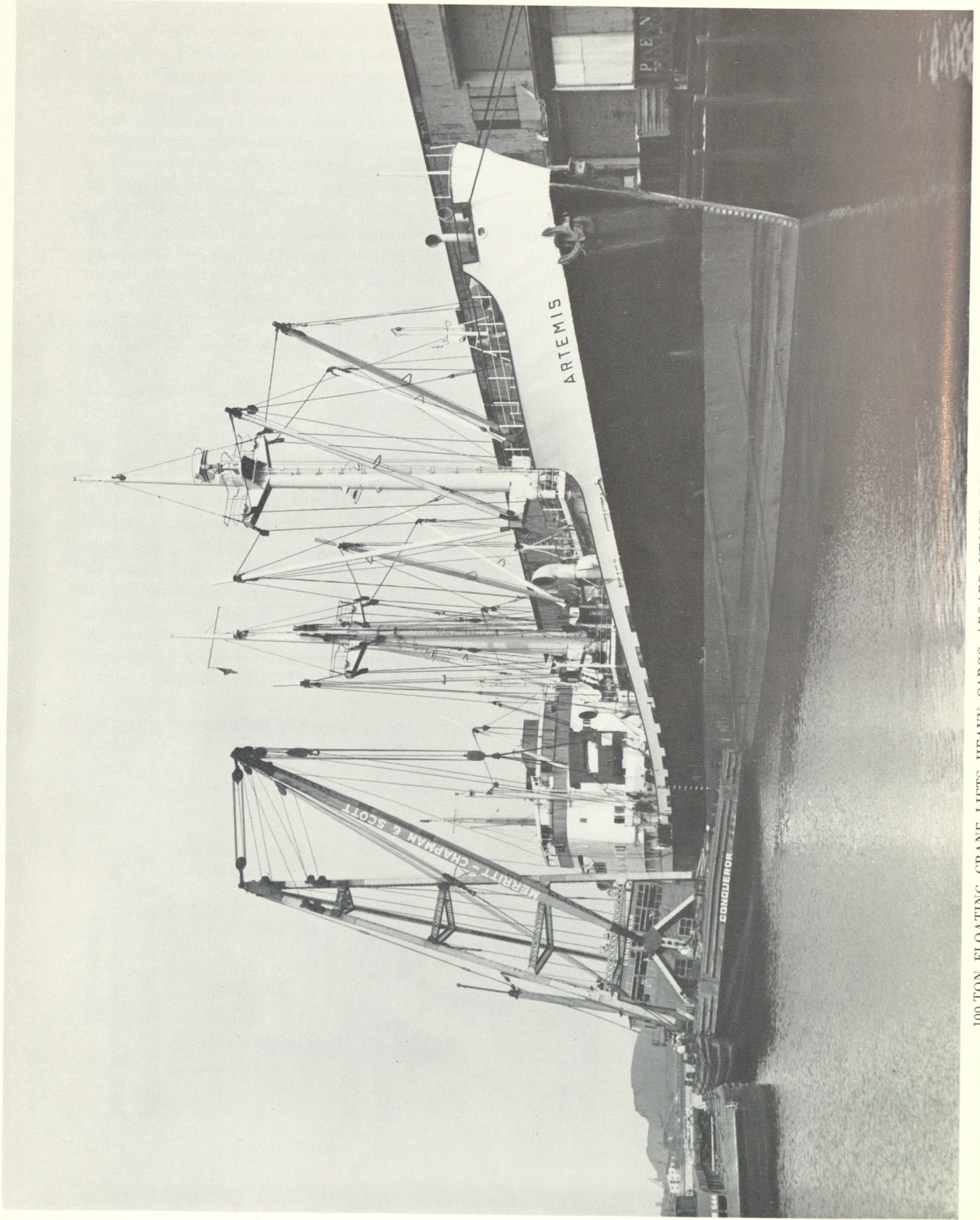
The Port Authority assumed leadership of the opposition for the Delaware River ports and, with the wholehearted cooperation of interests in this port and the ports of Baltimore and Norfolk, carried the matter to its first-stage conclusion.

The Port of New York and its associates undoubtedly will take exception to the Examiner's proposed report. Their answers will be followed by oral argument, a final decision from the Interstate Commerce Commission and, in all probability, court action. Predictable final determination of the case hardly may be said to be in view but every step in it will be pursued vigorously by our Port Development Department staff experts and by counsel.

Other cases in litigation including the six-year old "Import Iron Ore Rate Case" (I. & S. 6074) will be dealt with later in this section.



*Total wage and salary income of
port dependent employees amounts
to \$516,000,000 annually.*



100-TON FLOATING CRANE LIFTS HEAVY CARGO ABOARD VESSEL FOR SHIPMENT TO SOUTH AMERICA.

The report on the economic impact of the Delaware River Ports is commonly known as the "Alderson Report" because the basic research data were assembled under contract for the Authority by the Philadelphia firm of Alderson Associates, Incorporated.

The enormous significance of the port industry to the Southeastern Pennsylvania-Delaware-Southern New Jersey area economy, as the most direct beneficiary, while appreciated by those directly involved, often is not fully appreciated by those whose businesses or industries actually owe their health to the existence of waterborne commerce and the business activity which it generates. Basic economic data rather than opinions not always defensible with statistics were required. It was for this reason that the research project was undertaken.

Voluminous data amassed during the nine-month term of the study are incorporated in two volumes and have undergone selective distribution to government agencies and research and business institutions of the Port district. There remained, however, the need for a "layman's primer" abstracting principal findings of the report and presenting them in striking and attractive form. A fully-illustrated, 24-page brochure was prepared to fulfill this need and already has been widely distributed.

Applicable to the eleven-county area flanking the tidal course of the Delaware, the brochure relates that:

96,300 jobs are directly or indirectly dependent upon the ports;

\$516,000,000 in salaries and wages are generated annually by port activity;

\$133,000,000 in tax revenue is generated by the port, exclusive of personal or corporate income taxes;

\$2,959,000,000 in cargo flows through the port annually.

These and other facts revealed by the study have been welded into an aggressive promotional program, spearheaded by the brochure but amplified in charts and slides used by the

staff in their numerous talks to civic and business groups.

The realization that the port is not the special preserve of a vaguely-defined few, but the benefactor of the many, is taking root in areas of the public where heretofore it barely had been realized.

A vigorous public and community relations program, ranging from conducted tours for school students whose curricula include study of the importance of the port, to advertising in international journals having worldwide circulation backs up the solicitation effort of the field offices and the traffic analyses and litigation-support effort of the Traffic Bureau.

As one example, during the year, the Port Authority cooperated with the Delaware Valley Council in two Ports of Philadelphia familiarization tours, the first for a group of shippers and businessmen from the Lancaster-York area; the second for a group from Lehigh and Northampton Counties. This activity will be extended to other groups in the area generally covered by the Philadelphia Regional Office in its solicitation effort.

The Port was represented and promoted at many foreign trade conventions and traffic conferences throughout the year. The National Foreign Trade Convention, the largest of its kind held anywhere, was held at the Waldorf-Astoria in New York during November with over 2,500 registrants. The Port Authority put on a "Coffee Hour" the first morning in a choice location adjacent to the registration area and near the main ballroom where all general meetings were held. We had on display photographs, charts and maps depicting the facilities and growth of the Ports of the Delaware. Attendance was nearly to the capacity of the location and very favorable reports have been received as to its effectiveness. At the Chicago World Trade Conference during February, approximately 350 delegates attended the Delaware River Port Authority's "Coffee Hour".

Regular semi-annual reports on the "Foreign Waterborne Commerce of the Delaware River Ports" were published by the Research and Promotion Bureau during 1959 and re-

ceived a much larger distribution than for any previous year. Statistical services were expanded and the availability of additional tabulations resulted in the filling of many more special requests for particular statistical material. In addition, through the United States Bureau of the Census, we were able to secure the results of a large-scale study on origin of exports through the North Atlantic Ports. These figures were analyzed and charts and tables prepared which were presented to several high-level groups interested in securing additional tonnage for the Port. This study furnishes a good insight into the volume, origin and potential for general cargo exports through the Port of Philadelphia, so vital for direction of the Department's solicitation and promotional efforts.

The Department's newspaper and periodical advertising program during 1959 used 52 different media for a total of 285 insertions with total reader contacts of approximately 12,500,000. Our budget for 1960 provides for about a 10 percent increase in this program to bring the advantages of the Port to the attention of shippers throughout the world. Approximately 80,000 pieces of literature were distributed by the Department during the year in connection with the direct mail advertising program and in answer to specific requests. These mailings included reprints of the Philadelphia Electric Company's color-advertisements on the Port. Reprints have been furnished without cost by the Company. Christmas cards with a color-print of a painting by Thomas Birch entitled, "Philadelphia Harbor, 1840" extended "Season's Greetings" to 16,000 friends of the Port throughout the world.

The large map of the Delaware River Port Area, first published in 1952, was revised during the year and will be distributed early in 1960. This map, approximately 3' x 4' in size, shows the principal transportation facilities of the Port Area in four colors. Twenty-five thousand copies of the original map have been distributed to local transportation interests and to other organizations and shippers throughout the world.

Over 1,500 showings of the Department's

two sound-and-color motion pictures, DELAWARE RIVER, PORT OF OPPORTUNITY and HIGHWAY TO THE WORLD, were reported during 1959 with total audiences exceeding 110,000. The revised film, DELAWARE RIVER, PORT OF OPPORTUNITY completed at the end of 1958, has had an excellent reception and has resulted in very substantially increased bookings for this film. In addition to distribution of the film through our own offices and various film libraries and school districts in the area, arrangements were made with Modern Talking Picture Service to distribute the film from their Philadelphia, New York, Chicago, Pittsburgh, Harrisburg, Cleveland and Washington, D. C. offices.

Gratifying progress in the gigantic project of deepening the channel of the Delaware River to a depth of forty feet from the heart of the Port of Philadelphia to Newbold Island and, thence, to a depth of thirty-five feet to the Port of Trenton was reported at the end of the year by Colonel T. H. Setliffe, Philadelphia District Engineer, Corps of Engineers. Seven contracts totaling almost \$30,000,000 are in progress and the work, initiated in 1956, is now approximately 35 percent complete.

The first year of operations on the St. Lawrence Seaway came to an end on November 30 following a rather poor season. Ice conditions early in the spring delayed the opening and many operational difficulties slowed the transit of vessels through the many locks of the Seaway system. Two commodities important to the Ports of Philadelphia, and most likely to be influenced by competition of the Seaway, are Labrador ore imports and grain exports. The long drawn-out steel strike and the splendid facilities within the Port of Philadelphia for stockpiling tended to offset the loss of Labrador ore tonnage which would move over the Seaway and into Lake Erie ports rather than around and through the Port of Philadelphia. Exports of grain out of Lake ports did very directly affect the flow through North Atlantic ports.

Preliminary figures for these two very competitive commodities indicate that 1959 tonnage for import iron ore through the Port

totaled 12,400,000 short tons, an increase of 17 percent over the previous year. Grain exports, on the other hand, totaled 23,000,000 bushels, a decrease of 15 percent from the 1958 figure.

OTHER PORT LITIGATION

In November, counsel filed, on behalf of the Authority, a brief with the Interstate Commerce Commission in the long-debated dispute (I & S 6074) between the Ports of Philadelphia, Baltimore and New York relative to rail rates on import iron ore moving to the 17 steel-producing points in the Pittsburgh, Youngstown, Wheeling area.

This case, which involves the level of railroad rates and the Port of Philadelphia's share of the large iron ore importation—which amounted in 1959 to more than 12,000,000 tons—has been in litigation since 1953. The Delaware River Port Authority, the City of Philadelphia, the Pennsylvania Railroad and the Chamber of Commerce of Greater Philadelphia have combined their efforts to protect Philadelphia's rate parity with Baltimore in numerous hearings before the Interstate Commerce Commission and the Federal courts, including the Supreme Court. The brief filed in November is the result of further review by the Interstate Commerce Commission ordered by the Supreme Court.

The Port Authority's brief notes that, despite the attempts of certain interests to confine this to Labrador ore movements, there are "other foreign sources which may not be ignored as inconsequential" and that "rate parity has not prejudiced the Port of Baltimore in its efforts to participate in import iron ore traffic." With respect to the Labrador situation and the relationship of the various North Atlantic Ports to the St. Lawrence Seaway, the brief points out that "the record is quite clear that the vast majority of all future iron ore importations from Labrador to the 17 involved destinations will undoubtedly move via the St. Lawrence Seaway." This fact, the brief avers, makes it more important than ever to consider all foreign sources of iron ore rather than to confine consideration to Labrador only.

With import iron ore becoming more and

more important to our domestic steel mills, this case becomes extremely important to the Port of Philadelphia. Millions of tons of ore are moving under equalized rates and the Port Authority will continue to protect the interests of the port area.

The Authority also filed during November a brief in I & S 6742—Iron Ore (Ex-Labrador, Canada) to Youngstown, Ohio area. This case involves a small segment of the iron ore dispute, namely, Labrador ore moving down the St. Lawrence to Contrecoeur, Canada and, thence, by rail to Youngstown, Ohio, the only delivery point. In issue was the relationship between this railroad rate and the railroad rates from the North Atlantic Ports.

There are several other proceedings which are pending before the various Federal regulatory agencies which will unquestionably be subject to hearings in 1960.

Perhaps, the most significant is the general investigation of port practices (F.M.B. Docket 816) instituted by the Federal Maritime Board. This proceeding has important implications for all East coast and Gulf ports for, in addition to determining publicly for the first time what port terminal rates and practices prevail at the many and varied general cargo facilities, the vital question of jurisdiction of the Federal Maritime Board will be in issue.

The Federal Maritime Board recently consolidated with the overall investigation a complaint proceeding (F.M.B. 836) instituted by the Maryland Port Authority against the top wharfage applied in the Port of Baltimore. This is important to the Port of Philadelphia since the basis of the complaint is the practices in our port.

Early in 1960, the Interstate Commerce Commission will hold hearings and investigate the reduced charges on transcontinental canned goods published to secure the business presently moving in intercoastal water service. This proceeding is important to the Philadelphia port area because it brings in issue the very important question of the future of intercoastal water service which has been, in the past, an important part of our port commerce. Here again, the underlying issues vitally affect port commerce and future planning.

Resolution

WHEREAS, Joseph K. Costello retired as Executive Director of the Delaware River Port Authority on the thirty-first day of July, 1959:

It is altogether fitting and proper that the business of this Authority which he served with wisdom, courage and absolute dedication to the public interest should here be suspended to mark the event with respectful and reminiscent thought.

As a young man, not yet 31 years of age, he was appointed Secretary of the Delaware River Bridge Joint Commission on February 18, 1921, chief administrative officer of an interstate agency to erect the first bridge over the tidal estuary of the Delaware River between Trenton and the sea.

The years richly justified the confidence then placed in him by the founding fathers. Many minds and many hands in the public and private life of the Commonwealth of Pennsylvania and the State of New Jersey and in the Congress of the United States labored to effect the evolution of the original commission of limited objective, through the interregnum of The Delaware River Joint Commission, to this Authority, with its sobering obligations and its rich opportunities.

But there was one among the many who was the chief architect. That one was Joseph K. Costello. He served successively as Secretary and Secretary-Treasurer of the Delaware River Bridge Joint Commission; as General Manager-Secretary of The Delaware River Joint Commission; as Executive Director-Secretary and, finally, as Executive Director of the Delaware River Port Authority.

He served under 102 commissioners and 13 chairmen, nine of the latter, Governors of the Commonwealth of Pennsylvania.

He directed the activities and was charged with concern for the welfare of thousands of employees, not one of whom may assert that, at Joseph K. Costello's hands, he received other than human understanding and even-handed justice.

He played a dominant role in four major re-financings and was responsible for carrying out policies which would secure public funds against improper use or irresponsible dissipation. During his tenure, no public or private investor suffered a moment of anxiety or a dollar of loss.

He was responsible for the supervision and faithful discharge of scores of millions of dollars in public contracts, from the execution of which rose two of the greatest suspension bridges in the world. Those achievements were carried to completion without a whisper of suspicion or reproach.

Joseph K. Costello is a great and devoted public servant. All who know him do him honor for what he is as well as for what he has done.

THEREFORE, IN TESTIMONY OF THESE PRESENTS, BE IT RESOLVED:

That, the Commissioners of this Authority extend to Joseph K. Costello their deeply-felt appreciation of his distinguished career in public service and, with it, their cordial best wishes for long years of happy contemplation of honorable and splendid accomplishment, the testimony of which does not rest in works alone; and

BE IT FURTHER RESOLVED: That, a copy of this resolution be spread upon the permanent minutes of the Delaware River Port Authority and that a copy thereof be presented to Joseph K. Costello with the affection and esteem of the Commissioners.

PERSONNEL

Joseph K. Costello, Executive Director of the Delaware River Port Authority, and chief salaried executive of the Authority and its two predecessor agencies since 1921, retired on pension as of July 31, 1959.

The members and former members of the Port Authority and former members of the Delaware River Joint Commission tendered a reception and dinner in his honor at the Barclay Hotel on the evening of July 15, and presented him with a handsome wristwatch in testimony of their esteem.

At the age of 31, when he became Secretary of the Delaware River Bridge Joint Commission, he already had gained prominence in two brief but brilliant careers: first, as a newspaperman, sports writer and editor and, then, as the hard-hitting head of the Bureau of Claims in the Office of the City Solicitor, City of Philadelphia.

His career as a public official is memorialized in the resolution of appreciation adopted at the regular monthly meeting of the Port Authority on August 19, 1959.

No successor had been appointed to the Executive Directorship as the year ended.

Daniel M. Kramer, Chief Engineer of the Authority, was honored during the year with a Certificate of Merit from his Alma Mater, the Carnegie Institute of Technology. A resolution congratulating him and expressing appreciation of his services was adopted by the members.

As of December 31, 1959, the Authority's table of organization provided for 439 positions, as contrasted with an active roster of 417 on December 31, 1958. The latter figure reflected some vacancies. This year's active roster, as of the same date, included 429 employees with eleven existing vacancies. Authorized strength during the year was increased by ten jobs in the operating departments of the two bridges, and by an increase of four in the Port Department, due to the establishment of the Philadelphia Regional Office.

Separations from Authority employment during the year totaled 43, divided as follows:

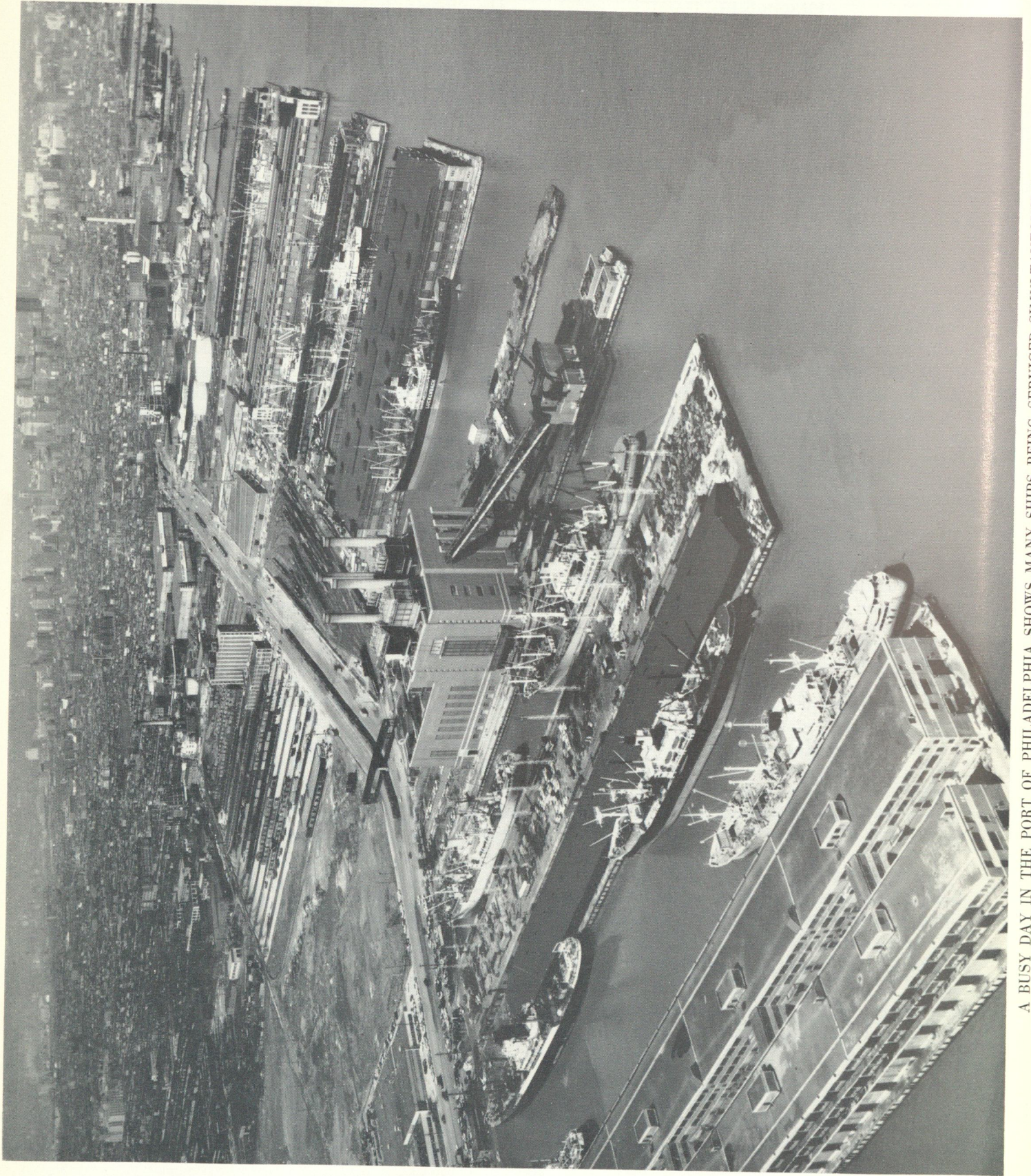
Deaths	-	-	-	-	-	-	2
Retirements	-	-	-	-	-	-	5
Resignations	-	-	-	-	-	-	35
Military leave	-	-	-	-	-	-	1

Exclusive of deaths and retirements, the separation rate was 8.2 percent, a much higher rate than the Authority's recent experience. Of the 8.2 percent, 5.01 percent represents resignations from the toll bureaus. The average tenure of resignations in the toll forces was 2 years, 10 months, 1 day, ranging in term from 3 days to 9 years.

Aside from the pending job evaluation and wage classification survey, to which reference is made in our foreword, the most significant development in personnel relations during the year was the negotiation of a supplementary agreement with the United States Secretary of Health, Education and Welfare, admitting 31 additional employees to the combined benefits of Federal Social Security and the Pennsylvania State Employees' Retirement System.

The Authority's report for the calendar year 1957 related that, under an amendment to the Federal Social Security Act adopted in 1956, employees of interstate agencies such as the Authority could secure coverage under Social Security. Such coverage was "integrated" with the benefits provided under the Pennsylvania State Employees' Retirement Plan, of which all Authority employees must become members. The integration provides that all employees shall receive maximum Social Security benefits to which they are entitled under the specific terms of their coverage at age 65. Since the voluntary retirement age to receive benefits under the Pennsylvania plan is age 60, employees will receive full pension, if retiring at age 60, between ages 60 and 65. When Social Security benefits become due and payable, State retirement will be reduced in accordance with a formula but the maximum reduction will be \$521 a year.

In December, 1957, an election was held at which our total force voted approximately in the ratio of 60-40 for the integrated plan.



A BUSY DAY IN THE PORT OF PHILADELPHIA SHOWS MANY SHIPS BEING SERVICED SIMULTANEOUSLY.

The balance, or 136 men and women, voted not to be covered by Social Security, as was their right.

Amendment of the Social Security Act in 1958 afforded any group, such as the 136 referred to, the right to change their vote and secure inclusion in the integrated plan, provided that they bound themselves to make retroactive payment of Social Security taxes back to January 1, 1956. Thirty-one of our employees elected to change their votes and now are covered by the supplemental agreement. They will be permitted either to pay their retroactive obligation in lump sum or in a series of equal bi-weekly payments over 104 weeks beginning late in March, 1960.

THE RAIL TRANSIT LINE

The Benjamin Franklin Bridge Rail Transit Line lost patronage in 1959, a dolorous comment which has become a fixed item in the annual reports in recent years.

Lease of the bridge line, constructed at a cost, as noted in our financial statement, of \$11,163,524.11, has returned no revenues under the lease with the Philadelphia Transportation Company since January, 1958. Due to Port Authority's acceptance of a supplemental fare agreement negotiated between the company and the City of Philadelphia on city-owned, company-leased lines this year, we may expect no revenues to the end of the term of the lease in June, 1961.

However, the year's developments certainly provided no basis for viewing the speed line wearily askance. The first such development is tentative only and resides in the fact that the loss of patronage in November and December, 1959, definitely ran against the ratios of recent years. Whether or not the seeming reduced rate of loss is significant only operation of the line during the forthcoming year will determine. It is inviting to speculate that the line, long an ineffective link in the overall transportation network of the area, has begun to attract patronage, but the evidence in hand is far from sufficient to support such a conclusion.

The other development, fully discussed in our foreword, is the pending evaluation of the proposal for extension of the bridge rail transit line through Broadway Station, Camden, to Kirkwood. Should the proposal prove feasible, the bridge line almost certainly would undergo a renaissance.

Patronage of the Benjamin Franklin Bridge Rail Transit Line for the past ten years follows:

<i>Year</i>	<i>Patronage</i>	<i>Decrease (—)</i> <i>Increase (+)</i>
1959	4,863,166	— 8.27%
1958	5,301,496	— 10.3 "
1957	5,917,523	— 8.6 "
1956	6,482,231	— 6.3 "
1955	6,924,454	— 11.2 "
1954	7,796,622	— 6.9 "
1953	8,381,739	— 5.6 "
1952	8,884,757	+ 7.1 "
1951	8,295,758	— 6.5 "
1950	8,877,115	— 4.3 "

TACONY-PALMYRA BRIDGE

The Interstate Compact authorizes the Delaware River Port Authority to acquire the Tacony-Palmyra low-level bridge over the Delaware River between Northeast Philadelphia and Palmyra, New Jersey, by purchase or condemnation. The condition precedent to such acquisition, the Compact requires, is the written consent of the Governors of the two States. This consent was accorded the Authority in documents signed by Governors John S. Fine, of Pennsylvania, and Alfred E. Driscoll, of New Jersey, during their respective terms in office.

In 1955, the Authority, in accordance with the Compact, employed engineers to make a preliminary report on a new crossing of the Delaware, a high-level vehicular structure to replace the Tacony-Palmyra Bridge. Legislation consenting to such construction was entered in Pennsylvania, adopted by the Legislature and signed by the then Governor,

George M. Leader, in December, 1955. Similar legislation submitted to the Legislature of New Jersey has not moved.

The Authority is convinced that completion of the 40-foot channel in the Delaware River, now approximately 35 percent complete, and the industrial and residential expansion of Southern New Jersey, particularly in Burlington County, makes this project more urgent by far than was the case four years ago. Then, it impressed us as a feasible project. Today, it seems completely inevitable.

ENGINEERING ACTIVITIES

During the year 1959, the Engineering Department was charged with initial responsibility for the administration of \$1,196,682.81 in contract work. While this was a modest sum, in contrast to the period, 1953-1957 when multi-million dollar construction contracts for the Walt Whitman Bridge were administered, supervised, checked and disbursement approved, there was a wide diversity of activity.

Among the contracts administered during the year were the following:

Checked final payment of \$89,311.37 made to the Joint Venture of Modjeski and Masters-Ammann and Whitney for engineering services in designing and supervising construction of the Walt Whitman Bridge.

Administered, inspected and checked all contract requirements for painting the Walt Whitman Bridge. This work was done by George Campbell and Company, Flushing, New York who were awarded the contract on a low bid of \$272,700. The contract time extended from April 1 through December 11. Inspection at the work was carried out by our maintenance forces under the general supervision of the Engineering Department.

Checked plans and property descriptions prior to settlements on \$354,197.50 of real estate with New Jersey Highway Department in connection with sections of the North-South Freeway where cost was shared by agreement between the Department and the Authority.

Administered, inspected, checked all re-

quirements, reviewed extra work orders and made recommendation for final payment on the \$184,581.97 contract for landscaping marginal areas of the Walt Whitman Bridge approaches in Pennsylvania and New Jersey.

Supervised beginning of work on \$115,348 contract for a major rehabilitation of the electrical system of the Benjamin Franklin Bridge and installation of four low-tension substations to meter lighting for the Philadelphia approaches of the Walt Whitman Bridge. Included in this contract is the item for installation of a closed-circuit television system to protect pedestrians using the Sixth Street Underpass of the Camden Plaza of the Benjamin Franklin Bridge.

In addition to contract supervision, the staff carried out several technical studies for information of the Authority, noteworthy among which was an eleven-year revision of traffic estimates of the Walt Whitman and Benjamin Franklin bridges. This study, undertaken primarily to provide a base for projection of surplus revenues requested by the Finance Committee, involved a complete re-working of previous traffic projection studies. Similarly, at year's end, the Department was in process of accumulating a complete study of space requirements for future Authority needs, including a study of re-distribution of existing areas and accumulation of data on space criteria of comparable agencies including the Commonwealth of Pennsylvania, the State of New Jersey and City of Philadelphia.

During the period of active preparation by Simpson and Curtin of an evaluation of the proposal for extension of the Benjamin Franklin Bridge rail transit line, the Department engaged in periodic conferences and made available all data in its files relevant to this study.

The Department scored something of a "first" in its preparation of specifications for a contract for printing of the Final Report on construction of the Walt Whitman Bridge. As far as expert printers in the technical field were aware, this was the first time that such a contract specification had been issued for such purpose.

Of the 1,500 copies of this Report printed, 500 have been distributed. One copy has been deposited with every college and university engineering library in the United States and with the principal municipal libraries of the country.

It is of interest to note that copies of the final construction report of both the Walt Whitman and Benjamin Franklin bridges were deposited during the year with the Curator of the Civil Engineering Section of the United States National Museum of the Smithsonian Institution in Washington. We also were pleased similarly to deposit with this important national archive a copy of the color film documentary of construction of the Walt Whitman Bridge hereinbefore referred to.

FINANCES

The year 1959 brought many changes in the money market and money rates. The Authority is pleased to report gross operating revenues of \$11,926,893.49 for 1959 against \$10,631,048.09 for 1958 an increase of \$1,295,845.40 or a gain of 12.18 percent. Operating expenses for the year just ended were \$3,111,614.86 against \$3,071,205.75 for 1958, an increase of only \$40,409.11 or 1.32 percent which reflects efficiency of operation in view of traffic increases previously shown. Net operating revenues increased \$1,255,436.29 or 16.6 percent over 1958 compared to a decrease of \$97,391.60 in 1958 against 1957.

Income on investments and bank balances was \$1,117,338.15 an increase of only

\$6,250.38 over 1958. However, at mid-year \$4,000,000 was transferred from the Walt Whitman Bridge Construction Fund to the Bond Redemption Fund and used for the purpose of calling a like principal amount of 1953 First Series term bonds in accordance with the terms of the General Bond Resolution. Despite this reduction in funds available for investment the above income factor was maintained due to the high level yields prevailing in Government bonds during the latter part of the year. Interest payments on the Authority's outstanding debt amounted to \$3,252,924.23, a decrease of \$125,169.31 or 3.71 percent. Port Development expenses amounted to \$305,958.61, an increase over 1958 of 10.94 percent due in large part to the establishment of our Philadelphia Regional Office referred to earlier in the report. Net revenues, after adjustments of discounts and premiums on our own bonds purchased or called, were \$6,236,143.94 for 1959 an increase of 22.87 percent over the 1958 figure of \$5,017,307.69.

The total outstanding debt of the Authority on December 31, 1959 shows a considerable reduction. Total debt is \$93,552,000, consisting of \$640,000 Bridge Refunding 1 percent bonds due June 1, 1966 and First Series Revenue bond amounting to \$92,912,000. During the year, \$242,000 of the 1 percent Bridge Refunding bonds were retired by open market purchase. Retirement of \$5,368,000 First Series Revenue bonds was accomplished by a call on June 15, 1959 of \$4,000,000 principal amount, a serial maturity on December 15, 1959 of \$1,200,000 and the balance of \$168,000 by open market purchase.

THE AUTHORITY

James V. Baney, of Delaware County, Pennsylvania, was elected Chairman of the Delaware River Port Authority for a term of two years at the biennial meeting of the Authority on January 21, 1959. Ralph Cornell, of Gloucester County, New Jersey, was elected Vice-Chairman for the biennium.

Both J. Griffith Boardman and James H. J. Tate were confirmed by the Senate of the

Commonwealth of Pennsylvania to five-year-terms on March 10, 1959. Mr. Boardman was appointed to succeed Edward G. Budd, Jr., resigned. Mr. Tate was appointed to the vacancy created by the death of Samuel B. Regalbuto.

Bartholomew A. Sheehan, Camden County, was appointed a member of the Authority on March 9, 1959. He was re-appointed on

April 4, 1959 and confirmed by the Senate of the State of New Jersey on April 27, 1959, for the five-year term expiring July 1, 1964.

Joseph M. Hitzel, Jr., Atlantic County, was re-appointed on April 27, 1959 and confirmed by the Senate of the State of New Jersey to a five-year term expiring July 1, 1964.

Theodore L. Blumberg, Philadelphia County, whose term would have expired on November 24, 1962, died suddenly on the evening of December 3, 1959. On December 18, 1959, Governor David L. Lawrence, of Pennsyl-

vania, appointed John P. Crisconi, Philadelphia County, to succeed Mr. Blumberg. At the year's end, his appointment had not been confirmed by the Senate.

IN CONCLUSION

Our conclusion is suggested in our preface. The members of this Authority, with a clear understanding of obligations and responsibilities, have turned our attention to other functions to which we are called by law and by interpretation of the mandate laid upon us.

Respectfully submitted,

DELAWARE RIVER PORT AUTHORITY

PENNSYLVANIA

JAMES V. BANEY,
Chairman

TED SCHLANGER
FRANK M. STEINBERG
ROBERT F. KENT
CHARLES C. SMITH
THEODORE L. BLUMBERG*
J. GRIFFITH BOARDMAN
JAMES H. J. TATE

NEW JERSEY

RALPH CORNELL,
Vice-Chairman
EDWARD C. MCAULIFFE
ERWIN S. CUNARD
JAMES P. JOHNSON
EARL B. HOWE
JOSEPH M. HITZEL, JR.
BARTHOLOMEW A. SHEEHAN
(Vacancy)

JOSEPH K. COSTELLO, *Executive Director*
(Retired July 31, 1959)

JOHN M. McCULLOUGH, *Secretary*

*—Deceased December 3, 1959

December 31, 1959

CLASSIFICATION OF VEHICLES — 1959
BENJAMIN FRANKLIN BRIDGE

Year 1959	AUTOMOBILES AND LIGHT TRUCKS										TRUCKS, TRACTORS AND TRAILERS				Horse- drawn, Auto- Trailers
	Period	Total Autos & Light Trucks		Straight Toll Rate—25¢		Commutation Rate—18 3/4¢		BUSES 50¢		Trucks 7,001 to 40,000 Pounds		Tractor & Trailers 2- to 3-Axles		Motor- cycles 15¢	
		Vehicles	% of Total	Vehicles	% of Autos	Vehicles	% of Autos	Vehicles	% of Total	Vehicles	% of Total	Vehicles	% of Total		
January	1,874,569	90.7	1,542,189	90.7	158,582	9.3	77,229	4.1	66,007	3.5	29,455	1.5	3	390	714
February	1,762,529	90.6	1,442,715	90.3	155,669	9.7	71,163	4.0	63,783	3.6	28,162	1.5	5	318	714
March	2,017,467	90.7	1,659,306	91.0	172,489	9.0	79,348	3.9	71,747	3.6	32,853	1.6	6	816	902
April	2,029,721	90.6	1,838,944	90.6	179,756	10.0	79,215	3.9	74,901	3.7	34,392	1.7	9	1,080	1,180
May	2,281,120	91.2	1,906,549	91.6	174,192	8.4	87,924	3.9	75,727	3.3	33,151	1.5	6	1,808	1,763
June	2,168,611	90.4	1,799,198	91.8	162,843	8.2	87,281	4.0	80,055	3.7	35,488	1.6	10	1,676	2,060
July	2,231,432	90.4	1,874,187	92.9	143,922	7.1	96,012	4.3	78,288	3.5	35,283	1.5	17	1,722	2,001
August	2,259,345	90.7	1,903,340	93.0	145,936	7.0	94,395	4.2	75,240	3.3	36,248	1.6	22	1,815	2,349
September	2,125,172	90.5	1,762,565	91.6	160,868	8.4	83,646	3.9	77,301	3.6	37,301	1.8	16	1,398	2,077
October	2,232,551	90.9	1,845,101	90.9	184,793	9.1	84,850	3.8	76,293	3.4	38,931	1.7	14	1,073	1,495
November	2,079,676	91.2	1,726,911	91.0	168,745	9.0	77,596	3.7	68,959	3.3	35,655	1.7	7	656	1,147
December	2,028,262	90.6	1,678,853	91.3	159,367	8.7	82,158	4.0	71,353	3.5	35,170	1.7	9	572	780
Totals	25,990,455	90.7	20,800,102	91.3	1,967,162	8.7	1,000,817	4.0	879,654	3.5	412,089	1.6	124	13,324	17,183
Grand Totals From July 1, 1926 to Dec. 31, 1959	577,885,559	88.8	472,805,505	92.1	40,511,404	7.9	35,316,607	6.1	21,198,034	3.7	6,220,946	1.1	863,750	797,595	*171,718

WALT WHITMAN BRIDGE

January	1,079,606	95.0	888,088	86.6	137,806	13.4	1,228	0.1	24,424	2.3	27,151	2.5	16	219	674
February	1,021,385	95.1	836,076	86.1	134,819	13.9	1,145	0.1	22,994	2.3	25,386	2.4	28	206	731
March	1,203,577	95.2	994,867	86.8	150,684	13.2	1,432	0.1	26,810	2.3	28,435	2.3	55	348	946
April	1,225,324	94.7	1,003,769	86.5	157,251	13.5	1,704	0.1	29,458	2.4	31,093	2.5	49	637	1,363
May	1,431,975	95.1	1,206,307	88.5	156,302	11.5	2,665	0.2	31,580	2.2	31,561	2.2	39	1,156	2,365
June	1,493,217	94.9	1,267,048	89.4	150,152	10.6	3,881	0.3	34,463	2.3	33,449	2.2	56	1,220	2,948
July	1,549,416	94.7	1,563,295	94.7	139,887	8.9	4,769	0.3	43,206	2.6	34,475	2.1	36	1,120	2,515
August	1,703,887	94.9	1,476,637	91.2	141,780	8.8	5,343	0.3	42,088	2.4	34,113	2.0	37	1,133	2,756
September	1,468,832	94.5	1,235,227	89.0	152,765	11.0	4,235	0.3	39,229	2.6	33,842	2.3	31	1,008	2,495
October	1,391,575	94.0	1,135,359	86.7	173,547	13.3	3,466	0.2	37,827	2.7	38,932	2.8	23	577	1,844
November	1,317,067	94.6	1,084,602	87.0	161,363	13.0	3,397	0.2	33,137	2.5	32,950	2.5	24	288	1,306
December	1,367,092	94.6	1,127,881	87.2	165,877	12.8	2,904	0.2	34,735	2.5	34,486	2.5	29	230	950
Totals	16,352,953	94.8	13,679,269	88.2	1,822,233	11.8	36,169	0.2	399,951	2.5	385,873	2.3	423	8,142	20,893
Grand Totals From May 16, 1957 to Dec. 31, 1959	36,850,827	94.9	31,032,520	88.7	3,973,586	11.3	66,024	0.2	883,569	2.4	824,477	2.2	775	20,776	49,100

*INCLUDES 5,019 Horse-drawn Vehicles.

25¢ rate from July 1, 1926 to Jan. 31, 1937
 20¢ rate from Feb. 1, 1937 to June 19, 1953
 25¢ rate from June 20, 1953 to Dec. 31, 1958
 15¢ rate from March 1, 1937 to June 19, 1953
 18 3/4¢ rate from June 20, 1953 to Dec. 31, 1958

CLASSIFICATION OF VEHICLES — 1959
BENJAMIN FRANKLIN AND WALT WHITMAN BRIDGES

PERIOD 1959	AUTOMOBILES & LIGHT TRUCKS										BUSES 50c					TRUCKS, TRACTORS & TRAILERS					Horse drawn and Auto Trailer
	Total Autos & Light Trucks			Straight Toll Rate—25c			Commutation Rate—18½c			VEHICLES 50c		7001 to 40,000			2 to 5 Axles			Motor- cycles 15c			
	TOTAL VEHICLES	VEHICLES	% of Total	VEHICLES	% of Autos	VEHICLES	% of Autos	VEHICLES	% of Autos	VEHICLES	% of Total	VEHICLES	% of Total	VEHICLES	% of Total	VEHICLES	% of Total				
																			VEHICLES	% of Total	
January.....	2,954,175	2,726,665	92.2	2,430,277	89.1	296,388	10.9	78,457	2.7	90,431	3.1	56,606	1.9	19	609	1,388					
February.....	2,783,914	2,569,279	92.2	2,278,791	88.7	290,488	11.3	72,308	2.6	86,777	3.1	53,548	1.9	33	524	1,445					
March.....	3,221,044	2,977,346	92.4	2,654,173	89.1	323,173	10.9	80,780	2.5	98,557	3.1	61,288	1.9	61	1,164	1,848					
April.....	3,255,045	2,999,964	92.1	2,662,957	88.7	337,007	11.3	80,919	2.5	104,359	3.2	65,485	2.0	58	1,717	2,543					
May.....	3,713,095	3,443,350	93.5	3,112,856	90.4	330,494	9.6	90,589	2.4	107,307	2.8	64,712	1.7	45	2,964	4,128					
June.....	3,661,828	3,379,241	92.2	3,066,246	90.7	312,995	9.3	91,162	2.5	114,518	3.1	68,937	1.9	66	2,896	5,008					
July.....	3,880,848	3,581,404	92.2	3,297,595	92.0	283,809	8.0	100,781	2.6	121,494	3.1	69,758	1.8	53	2,842	4,516					
August.....	3,963,232	3,667,693	92.5	3,379,977	92.1	287,716	7.9	99,738	2.5	117,328	2.9	70,361	1.8	59	2,948	5,105					
September.....	3,594,004	3,311,425	92.1	2,997,792	90.5	313,633	9.5	87,881	2.4	116,530	3.2	71,143	1.9	47	2,406	4,572					
October.....	3,624,126	3,338,800	92.1	2,980,460	89.3	358,340	10.7	88,316	2.4	114,120	3.1	77,863	2.1	37	1,650	3,340					
November.....	3,396,743	3,141,621	92.4	2,811,513	89.5	330,108	10.5	80,993	2.4	102,096	3.0	68,605	2.0	31	944	2,453					
December.....	3,395,354	3,131,978	92.2	2,806,734	89.6	325,244	10.4	85,062	2.5	106,088	3.1	69,656	2.1	38	802	1,730					
Totals.....	41,443,408	38,268,766	92.3	34,479,371	90.1	3,789,395	9.9	1,036,986	2.5	1,279,605	3.1	797,962	1.9	547	21,466	38,076					
Grand Totals From July 1, 1926 to Dec. 31, 1959.....	614,736,386	548,323,015	89.2	503,838,025	91.9	44,484,990	8.1	35,382,631	5.8	22,081,603	3.6	7,045,423	1.1	864,525	818,371	*220,818					

*INCLUDES 5,019 Horse-drawn Vehicles.

**RAIL TRANSIT LINE
BENJAMIN FRANKLIN BRIDGE**

Month	1955				1956				1957				1958				1959			
	Passengers		Receipts		Passengers		Receipts		Passengers		Receipts		Passengers		Receipts		Passengers		Receipts	
	Total	Daily Average	Total	Daily Average	Total	Daily Average	Total	Daily Average	Total	Daily Average	Total	Daily Average	Total	Daily Average	Total	Daily Average	Total	Daily Average	Total	Daily Average
January.....	609,629	19,665	\$15,240.73	18,095	560,945	18,095	\$14,023.63	549,469	17,725	483,046	15,582	\$12,076.15	431,222	13,910	431,222	13,910	*	431,222	13,910	*
February.....	561,008	20,053	14,025.20	18,150	526,342	18,150	13,158.55	478,343	17,084	443,687	15,845	*	391,178	13,970	391,178	13,970	*	391,178	13,970	*
March.....	631,636	20,360	15,790.90	18,426	571,218	18,426	14,280.45	524,831	16,930	445,274	14,364	*	423,852	13,672	423,852	13,672	*	423,852	13,672	*
April.....	577,618	19,254	14,440.45	17,544	526,326	17,544	13,158.15	512,348	17,078	451,110	15,037	*	399,247	13,308	399,247	13,308	*	399,247	13,308	*
May.....	576,214	18,588	14,405.35	17,916	555,384	17,916	13,884.60	527,565	17,018	449,760	14,508	*	394,986	12,741	394,986	12,741	*	394,986	12,741	*
June.....	574,782	19,159	14,369.55	17,640	529,196	17,640	13,229.90	466,410	15,547	422,904	14,096	*	397,046	13,234	397,046	13,234	*	397,046	13,234	*
July.....	485,228	15,652	12,130.70	15,427	478,223	15,427	11,955.58	438,719	14,152	399,554	12,888	*	366,478	11,822	366,478	11,822	*	366,478	11,822	*
August.....	568,652	18,344	14,216.30	17,321	536,951	17,321	13,423.78	472,841	15,253	411,662	13,279	*	374,040	12,066	374,040	12,066	*	374,040	12,066	*
September....	552,512	18,417	13,812.80	17,533	526,606	17,533	13,165.15	439,953	14,665	428,295	14,276	*	393,503	13,116	393,503	13,116	*	393,503	13,116	*
October.....	575,618	18,568	14,390.45	18,490	573,199	18,490	14,329.98	503,003	16,225	470,192	15,167	*	422,502	13,629	422,502	13,629	*	422,502	13,629	*
November....	579,424	19,314	14,485.60	18,191	545,731	18,191	13,643.28	472,754	15,758	415,573	13,852	*	405,153	13,538	405,153	13,538	*	405,153	13,538	*
December....	632,133	20,391	15,803.33	17,810	552,110	17,810	13,802.75	531,287	17,135	480,439	15,498	*	462,959	14,934	462,959	14,934	*	462,959	14,934	*
Totals.....	6,924,454	18,971	\$173,111.36	17,711	6,482,231	17,711	\$162,055.80	5,917,523	16,212	5,301,496	14,524	\$12,076.15	4,863,166	13,326	4,863,166	13,326	*	4,863,166	13,326	*

Receipts are here reported on an accrual basis whereas on Schedule B, rail transit line rentals are on the cash basis.

* Receipts from February through December, 1959, not received; withheld by operating lessee because of alleged operating losses.

TRAFFIC TRENDS
(DECREASE OR INCREASE 1959 OVER 1958)

1959	Delaware River Port Authority				New York Port Authority				Triborough Auth., N. Y.			California Bridges	
	Benjamin Franklin Bridge	Walt Whitman Bridge	All Facilities 2 Bridges	George Washington Bridge	Holland Tunnel	Lincoln Tunnel	All Facilities 4 Bridges 2 Tunnels	Triborough Bridge (Only)	All Facilities 5 Bridges 2 Tunnels 2 Parking Lots	Oakland San Francisco Bay Bridge	Golden Gate Bridge		
JANUARY	1,874,569 + 2.58	1,079,606 + 23.90	2,954,175 + 9.46	2,744,677 + 10.66	1,635,841 + 5.43	2,052,185 + 11.33	7,051,566 + 9.09	3,572,782 + 2.7	11,157,858 + 3.9	2,828,743 + 6.40	1,271,932 + 0.68		
FEBRUARY	1,762,529 + 22.04	1,021,385 + 47.87	2,783,914 + 30.40	2,575,786 + 22.21	1,522,605 + 18.88	1,880,916 + 21.86	6,546,687 + 21.02	3,260,883 + 14.0	10,239,947 + 15.0	2,669,399 + 6.82	1,196,669 + 10.89		
MARCH	2,017,467 + 7.83	1,203,577 + 27.32	3,221,044 + 14.37	2,952,693 + 12.47	1,728,837 + 6.06	2,161,285 + 11.73	7,490,214 + 10.16	3,731,713 + 3.6	11,705,195 + 2.4	3,107,242 + 8.50	1,438,727 + 14.38		
APRIL	2,029,721 + 3.17	1,225,324 + 21.33	3,255,045 + 9.33	3,136,012 + 7.02	1,744,279 + 2.42	2,199,092 + 4.99	7,756,045 + 5.15	3,971,485 + 2.9	12,382,211 + 1.5	2,986,542 + 3.99	1,388,120 + 8.07		
MAY	2,281,120 + 3.32	1,431,975 + 23.37	3,713,095 + 10.23	3,435,490 + 12.28	1,835,395 + 4.53	2,295,614 + 6.48	8,328,854 + 8.68	4,277,760 + 5.6	13,758,925 + 4.0	3,099,748 + 2.30	1,507,776 + 5.04		
JUNE	2,168,611 + 3.00	1,493,217 + 23.80	3,661,828 + 10.58	3,529,025 + 8.99	1,844,460 + 4.00	2,355,453 + 7.70	8,498,397 + 7.18	4,219,833 + 2.9	14,315,387 + 2.5	3,132,224 + 2.97	1,572,958 + 5.20		
JULY	2,231,432 + 3.09	1,649,416 + 23.77	3,880,848 + 10.97	3,687,188 + 9.30	1,854,689 + 4.90	2,341,966 + 7.99	8,700,977 + 7.46	4,117,317 + 0.9	14,742,464 + 0.3	3,233,668 + 6.08	1,713,878 + 8.19		
AUGUST	2,259,345 + 1.60	1,703,887 + 23.07	3,963,232 + 9.84	3,693,819 + 3.85	1,866,484 - 0.11	2,419,425 + 5.81	8,814,185 + 3.31	4,057,233 - 3.4	14,793,422 - 1.9	3,306,739 + 4.33	1,757,114 + 5.94		
SEPTEMBER	2,125,172 + 2.20	1,468,832 + 22.64	3,594,001 + 9.67	3,372,501 + 8.38	1,828,407 + 5.29	2,335,313 + 9.15	8,283,785 + 7.64	4,075,347 + 3.7	13,533,383 + 4.7	3,209,328 + 7.26	1,529,335 + 6.41		
OCTOBER	2,232,551 + 3.57	1,391,575 + 15.26	3,624,126 + 7.77	3,222,308 + 2.85	1,790,525 + 4.38	2,320,956 + 4.53	8,038,853 + 2.74	4,072,282 - 0.3	12,826,215 - 0.2	3,229,900 + 4.64	1,487,992 + 8.10		
NOVEMBER	2,079,676 + 4.73	1,317,067 + 16.27	3,396,743 + 8.92	3,102,260 + 2.68	1,759,650 + 2.62	2,278,882 + 6.71	7,805,369 + 3.59	3,898,666 - 0.9	12,360,877	3,018,299 + 0.28	1,428,949 + 6.97		
DECEMBER	2,028,262 + 1.55	1,367,092 + 23.30	3,395,354 + 9.31	2,994,679 + 2.28	1,731,844 + 0.56	2,272,205 + 4.97	7,659,916 + 2.49	3,748,341 - 1.3	11,892,045 + 0.2	3,085,503 + 1.45	1,454,825 + 7.27		
Total 1959	25,090,455	16,352,953	41,443,408	38,446,438	21,143,016	26,923,312	94,974,848	47,003,642	153,707,939	36,907,335	17,748,275		
Total 1958	24,029,518	13,247,964	37,277,482	35,564,136	20,290,079	24,884,823	88,800,364	45,977,065	150,611,845	35,312,945	15,596,742		
% Change	+ 4.42	+ 23.44	+ 11.18	+ 8.10	+ 4.19	+ 8.19	+ 6.95	+ 2.2	+ 2.1	+ 4.51	+ 13.79		

ANALYSIS OF TRAFFIC SINCE OPENING BENJAMIN FRANKLIN BRIDGE

Calendar Year	Total Vehicles (Opened 7/1/26)	Automobiles and Light Trucks (Revised Rates June 20, 1953)				Trucks (Revised Rates June 20, 1953)				26,000 lbs. to 150,000 lbs. Tractors - Trailers & Specials	Buses		Motor-cycles 10c (Revised Rates 1953)	Horse Drawn, 15c, 20c, 30c		
		Total Autos and Light Trucks	25c Rate	20c Rate Started 2/1/1937	15c Commutation Started 3/1/1937	7,000 lbs. Cr. Wt. Solid Tires 35c	7,001 to 18,000 lbs. Gross Weight		18,001 to 36,000 lbs. Gross Weight		Single Deck 50c (25c, 40c to 7/1/27)	Double Deck 75c (40c to 7/1/27)				
							Pneumatic 40c	Solid Tire 50c	Pneumatic 65-1,00						Solid Tire 75c	
1926-1930	46,357,313	39,835,347	↕			71,337	357,108	130,708	34,112	74,193	5,139,120	572,350	128,473	4,191		
1931-1935	53,138,031	46,043,890	↘			5,224	979,790	68,409	219,990	42,318	5,542,525	33,045	145,558	130		
1936-1940	63,292,012	56,385,386		9,176,045	4,796,290	570	1,271,821	64,728	436,889	2,328	202,734	4,781,298	124,757	16		
1941-1945	61,741,464	53,636,531	↕		6,184,928	313	1,717,534	72,966	618,950	878	579,481	7,545	86,760	106		
1946-1950	98,655,210	86,848,663			8,192,048	192	3,758,412	67,223	1,358,865	569	1,392,762	5,093,286	134,795	10		
1951	25,389,704	22,695,400			2,168,276	46	841,156	844	319,333	243	512,313	997,614	22,754	1		
1952	27,920,086	25,052,817	↘		2,344,552	35	886,834	92	341,399	53	565,952	1,046,457	26,353	94		
					1,249,606	0	403,354	16	125,825	0	315,045		10,034	25		
					Autos & Light Trucks	Trucks 7001-40,000 Gr. Wt.				Tractors-Trailers		Auto Trailer	Motor-cycles	Horse-drawn		
					25c Rate	50c 75c \$1.00, \$1.50, \$2.50				2 to 5 Axles		40c	15c	30c		
1953	29,569,044	26,624,282			1,447,142	666,955				340,426		266	1,052,967	15,318	14,528	3
1954	30,915,030	28,016,906			2,713,914	1,210,714				609,088		232	1,024,363	29,084	24,361	282
1955	32,058,006	29,164,495			2,743,137	1,228,100				598,396		289	1,015,664	29,957	20,956	149
1956	32,198,966	29,412,477			2,650,643	1,178,901				557,856		259	1,005,264	26,712	17,493	4
1957	*34,780,630	31,953,282			2,918,222	1,186,621				589,946		252	1,001,545	29,627	19,354	3
1958	*37,277,482	34,384,773			3,286,832	1,190,954				657,092		369	990,284	33,280	20,729	1
1959	*41,443,408	38,268,766			3,789,395	1,279,605				797,962		547	1,036,986	38,090	21,451	1

* Includes Walt Whitman Bridge—Opened May 16, 1957.

APPENDICES



MAIN AND COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

NEW YORK
PITTSBURGH
PHILADELPHIA
CHICAGO
WASHINGTON
HOUSTON
HARRISBURG
EL PASO
SAN FRANCISCO
LOS ANGELES

CORRESPONDENTS IN
OTHER COUNTRIES

PACKARD BUILDING
PHILADELPHIA 2, Pa.

LOCUST 3-9640

January 18, 1960

Delaware River Port Authority
Administration Building
Camden, New Jersey

We have examined the balance sheet of the DELAWARE RIVER PORT AUTHORITY as of December 31, 1959, the statement of revenues and expenses for the year then ended and related supporting statements. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

Operating expenses are maintained on a cash basis; otherwise, the accounts are maintained on an accrual basis.

Subject to the preceding paragraph, it is our opinion that the accompanying balance sheet, statement of revenues and expenses and supporting related statements fairly present the financial position of the Delaware River Port Authority as of December 31, 1959, and the results of operations for the year then ended, in conformity with accepted accounting principles consistently applied.

Main and Company

CERTIFIED PUBLIC ACCOUNTANTS

DELAWARE RIVER
BALANCE SHEET —

ASSETS	TOTAL	Capital Fund	Benjamin Franklin Bridge Operating Fund	1946 Bond Sinking Fund
Cash (Schedule A-1)	\$ 370,547.46		\$ 9,875.03	\$ 879.32
Investments (Schedule A-2)	42,162,222.18		350,761.16	8,162,510.45
Accrued interest receivable	236,806.86			52,664.45
Accounts receivable, employes	8,265.42		4,282.32	
Accounts receivable, State Employees' Retirement Board	3,855.32		1,927.86	
Unexpired insurance	87,992.62		57,829.84	
Unexpended appropriations (contra):				
Walt Whitman Bridge	56,649.00			
Benjamin Franklin Bridge	99,604.00			
Evaluation of Klauder report	27,500.00			
Job evaluation and salary survey	4,312.50			
Limited access highway extending 6 miles east- ward from Benjamin Franklin Bridge (10% of estimated cost)	2,000,000.00			
Investment in facilities:				
Benjamin Franklin Bridge, bridge buildings and improvements	40,373,053.50	\$ 40,373,053.50		
Benjamin Franklin Bridge subway system	11,163,524.11	11,163,524.11		
Walt Whitman Bridge	85,911,710.09	85,911,710.09		
Surveys:				
Mass transit system for Southern New Jersey	329,621.31	329,621.31		
Proposed Northeast Philadelphia-New Jersey Bridge	17,343.60	17,343.60		
TOTALS	<u>\$182,853,007.97</u>	<u>\$137,795,252.61</u>	<u>\$424,676.21</u>	<u>\$8,216,054.22</u>
LIABILITIES				
Accrued interest payable, due June 1, 1960	\$ 533.33			\$ 533.33
Accrued interest payable, due June 15, 1960	130,902.92			
Accrued pension payable	71,620.47		\$ 38,835.02	
Federal Old Age Benefits payable	34,204.08		17,696.96	
Deferred income re: ticket sales	45,768.29		25,139.47	
Retained amount on contracts	85,186.69			
Reserve for replacements and painting	591,559.72		343,004.76	
Commitments (contra)	2,188,065.50			
Funded Debt: (Schedule A-3)				
1946 Refunding bonds	640,000.00	\$ 640,000.00		
1953 First series revenue bonds	92,912,000.00	92,912,000.00		
Equity (Schedule B)	86,153,166.97	44,243,252.61		8,215,520.89
TOTALS	<u>\$182,853,007.97</u>	<u>\$137,795,252.61</u>	<u>\$424,676.21</u>	<u>\$8,216,054.22</u>

PORT AUTHORITY
December 31, 1959

SCHEDULE A

<i>Revenue Fund</i>	<i>Project Operating Fund</i>	<i>Bond Service Fund</i>	<i>Bond Reserve Fund</i>	<i>Walt Whitman Bridge Construction Fund</i>	<i>General Reserve Fund</i>	<i>General Fund</i>
\$ 20,595.84	\$ 1,919.27	\$331,319.70		\$ 1,009.99	\$ 4,607.39	\$ 340.92
538,519.80	256,839.17	539,643.00	\$9,302,843.59	1,981,500.26	10,459,092.91	10,570,511.84
	3,912.85	1,297.44	22,383.28	37,727.07	48,620.72	74,113.90
	1,927.46				70.25	
	30,126.53				36.25	
				40,905.00	15,744.00	
					99,604.00	
					27,500.00	
					4,312.50	
					2,000,000.00	
<u>\$559,115.64</u>	<u>\$294,725.28</u>	<u>\$872,260.14</u>	<u>\$9,325,226.87</u>	<u>\$2,061,142.32</u>	<u>\$12,659,588.02</u>	<u>\$10,644,966.66</u>
	\$ 28,064.74	\$130,902.92			\$ 4,720.71	
\$ 20,628.82	15,977.23				529.89	
	248,554.96			\$ 85,186.69		
				40,905.00	2,147,160.50	
538,486.82	2,128.35	741,357.22	\$9,325,226.87	1,935,050.63	10,507,176.92	\$10,644,966.66
<u>\$559,115.64</u>	<u>\$294,725.28</u>	<u>\$872,260.14</u>	<u>\$9,325,226.87</u>	<u>\$2,061,142.32</u>	<u>\$12,659,588.02</u>	<u>\$10,644,966.66</u>

CASH — December 31, 1959

SCHEDULE A-1

BENJAMIN FRANKLIN BRIDGE OPERATING FUND		
Cash on hand		\$ 4,800.00
Camden Trust Company—Camden, N. J. (Active)		5,075.03
		\$ 9,875.03
1946 BOND SINKING FUND		
Camden Trust Company—Camden, N. J. (Active)		879.32
REVENUE FUND		
Cash on hand		\$ 3,500.00
Camden Trust Company—Camden, N. J. (Active)		4,052.22
The First Pennsylvania Banking and Trust Company— Philadelphia, Pa. (Active)		13,043.62
		20,595.84
PROJECT OPERATING FUND		
Camden Trust Company—Camden, N. J. (Active)		1,919.27
BOND SERVICE FUND		
	<i>Interest Rate</i>	
The Boardwalk National Bank—Atlantic City, N. J.	2½%	\$ 3,739.01
Broad Street Trust Company—Philadelphia, Pa.	3%	17,696.29
Central-Penn National Bank of Philadelphia, Pa.	2½%	17,371.28
Fidelity-Philadelphia Trust Company—Philadelphia, Pa.	2½%	18,042.86
The First National Bank of Pedricktown, N. J.	2½%	3,432.58
The First National Bank of Stone Harbor, N. J.	2½%	3,157.48
The First National Bank of Toms River, N. J.	2½%	3,753.88
The First National Bank & Trust Co.—Woodbury, N. J.	2½%	3,703.67
The First Pennsylvania Banking and Trust Company— Philadelphia, Pa.	2½%	19,105.76
Girard Trust Corn Exchange Bank—Philadelphia, Pa.	2½%	19,075.70
Haddonfield National Bank—Haddonfield, N. J.	2½%	3,728.57
Industrial Trust Company—Philadelphia, Pa.	2½%	17,914.24
Liberty Real Estate Bank and Trust Company— Philadelphia, Pa.	2½%	18,788.49
Mechanics National Bank of Burlington, N. J.	2½%	3,732.53
The Merchants National Bank—Cape May, N. J.	2½%	3,710.67
The National Bank of Mantua, N. J.	2½%	3,157.60
The Penns Grove National Bank and Trust Company— Penns Grove, N. J.	2½%	3,156.42
Peoples Bank and Trust Company—Hammonton, N. J.	2½%	812.93
Peoples National Bank of Laurel Springs, N. J.	3%	141,947.15
The Peoples National Bank and Trust Company— Pemberton, N. J.	2½%	6,172.71
Provident Tradesmens Bank and Trust Company— Philadelphia, Pa.	2½%	19,119.88
		331,319.70
WALT WHITMAN BRIDGE CONSTRUCTION FUND		
The First Pennsylvania Banking and Trust Company— Philadelphia, Pa. (Active)		1,009.99
GENERAL RESERVE FUND		
Camden Trust Company—Camden, N. J. (Active)		\$ 907.39
Pittsburgh National Bank (Active)		700.00
The First National Bank of Chicago (Active)		1,000.00
Manufacturers Trust Company—New York, N. Y. (Active)		1,000.00
Provident Tradesmens Bank and Trust Company— Philadelphia, Pa. (Active)		1,000.00
		4,607.39
GENERAL FUND		
Camden Trust Company—Camden, N. J. (Active)		340.92
TOTAL CASH		\$370,547.46

INVESTMENTS — December 31, 1959

SCHEDULE A-2

	<i>Par Value</i>	<i>Book Value</i>	<i>Market Value</i>
BENJAMIN FRANKLIN BRIDGE OPERATING FUND			
U. S. Tr. Discount Bills due 4/15/60	\$ 355,000	\$ 350,761.16	\$ 350,519.90
1946 BOND SINKING FUND			
U. S. Tr. Discount Bills due 7/15/60	\$ 117,000	\$ 114,240.40	\$ 113,892.48
U. S. Tr. 2½% Bonds due 11/15/61	3,715,000	3,734,709.59	3,550,146.88
U. S. Tr. 2½% Bonds due 8/15/63	4,068,000	4,064,112.29	3,724,762.50
U. S. Tr. 3% Bonds due 2/15/64	248,000	249,448.17	229,710.00
	<u>\$ 8,148,000</u>	<u>\$ 8,162,510.45</u>	<u>\$ 7,618,511.86</u>
REVENUE FUND			
U. S. Tr. Discount Bills due 1/7/60	\$ 200,000	\$ 199,846.27	\$ 199,956.00
U. S. Tr. Discount Bills due 4/15/60	100,000	98,683.61	98,738.00
U. S. Tr. Discount Bills due 7/15/60	246,000	239,989.92	239,466.24
	<u>\$ 546,000</u>	<u>\$ 538,519.80</u>	<u>\$ 538,160.24</u>
PROJECT OPERATING FUND			
U. S. Tr. Discount Bills due 4/15/60	\$ 260,000	\$ 256,839.17	\$ 256,718.80
BOND SERVICE FUND			
U. S. Tr. Discount Bills due 10/17/60	\$ 458,000	\$ 439,643.00	\$ 439,698.32
Egg Harbor City Trust Company 3% Certificate of Deposit due 1/16/60	50,000	50,000.00	50,000.00
Farmers & Mechanics National Bank—Woodbury, N. J. 3% Certificate of Deposit due 2/1/60	50,000	50,000.00	50,000.00
	<u>\$ 558,000</u>	<u>\$ 539,643.00</u>	<u>\$ 539,698.32</u>
BOND RESERVE FUND			
U. S. Tr. 2½% Bonds due 11/15/61	\$ 1,020,000	\$ 1,011,542.89	\$ 974,737.50
U. S. Tr. 2⅞% Bonds due 2/15/65	1,150,000	1,150,000.00	1,028,531.25
U. S. Tr. 2½% Bonds due 6/15/69-64	424,000	413,490.48	347,150.00
U. S. Tr. 2½% Bonds due 12/15/69-64	6,750,000	6,727,810.22	5,513,906.25
	<u>\$ 9,344,000</u>	<u>\$ 9,302,843.59</u>	<u>\$ 7,864,325.00</u>
WALT WHITMAN BRIDGE CONSTRUCTION FUND			
U. S. Tr. Discount Bills due 7/15/60	\$ 63,000	\$ 61,500.26	\$ 61,326.72
U. S. Tr. 4¾% "C" Notes due 8/15/60	1,920,000	1,920,000.00	1,916,400.00
	<u>\$ 1,983,000</u>	<u>\$ 1,981,500.26</u>	<u>\$ 1,977,726.72</u>
GENERAL RESERVE FUND			
U. S. Tr. Discount Bills due 7/15/60	\$ 236,000	\$ 230,400.14	\$ 229,731.84
U. S. Tr. 2½% Bonds due 11/15/61	2,632,000	2,641,493.92	2,515,205.00
U. S. Tr. 2⅞% "A" Notes due 2/15/63	625,000	582,040.02	580,468.75
U. S. Tr. 2½% Bonds due 8/15/63	3,200,000	3,196,778.63	2,930,000.00
U. S. Tr. 2½% Bonds due 12/15/69-64	3,800,000	3,808,380.20	3,104,125.00
	<u>\$10,493,000</u>	<u>\$10,459,092.91</u>	<u>\$ 9,359,530.59</u>
GENERAL FUND			
U. S. Tr. Discount Bills due 6/22/60	\$ 360,000	\$ 352,053.91	\$ 351,752.40
U. S. Tr. Discount Bills due 7/15/60	445,000	434,540.44	433,180.80
U. S. Tr. 2½% Bonds due 11/15/61	2,530,000	2,470,903.58	2,417,731.25
U. S. Tr. 4% "D" Notes due 2/15/62	1,838,000	1,838,000.00	1,804,686.25
U. S. Tr. 3¾% "C" Notes due 11/15/62	857,000	851,541.26	828,076.25
U. S. Tr. 2⅞% "A" Notes due 2/15/63	1,086,000	1,021,190.13	1,008,622.50
U. S. Tr. 4% "B" Notes due 5/15/63	790,000	785,816.13	764,325.00
U. S. Tr. 2½% Bonds due 8/15/63	770,000	736,229.96	705,031.25
U. S. Tr. 4⅞% "C" Notes due 11/15/63	679,000	680,236.43	677,302.50
U. S. Tr. 4¾% "A" Notes due 5/15/64	1,400,000	1,400,000.00	1,396,500.00
	<u>\$10,755,000</u>	<u>\$10,570,511.84</u>	<u>\$10,387,208.20</u>
TOTAL INVESTMENTS	<u>\$42,442,000</u>	<u>\$42,162,222.18</u>	<u>\$38,892,399.63</u>

FUNDED DEBT — December 31, 1959

SCHEDULE A-3

REFUNDING BONDS, DATED JUNE 1, 1946

Original issue		\$ 30,000,000
Less: Serial bonds matured and retired 6/1/46 to 6/1/54	\$14,000,000	
Term bonds due 6/1/66 purchased and retired	15,360,000	29,360,000
		<hr/>
Bonds outstanding (Maturing June 1, 1966)		\$ 640,000
		<hr/> <hr/>

The outstanding bonds bear interest at the rate of 1% per annum and are callable at the option of the Authority on any interest payment date at 102% of the principal amount plus accrued interest.

FIRST SERIES REVENUE BONDS, DATED MAY 15, 1953

Original issue		\$100,000,000
Less: Serial bonds matured and retired 12/15/57 to 12/15/59	\$ 2,700,000	
Term bonds due 12/15/83 purchased or called and retired	4,388,000	7,088,000
		<hr/>
Bonds outstanding (detail follows)		\$ 92,912,000
		<hr/> <hr/>

<i>Principal Amount</i>	<i>Maturity Date</i>	<i>Interest Rate</i>
\$ 1,400,000	December 15, 1960	3%
1,600,000	December 15, 1961	3%
1,800,000	December 15, 1962	3%
2,000,000	December 15, 1963	3%
2,200,000	December 15, 1964	3¼%
2,400,000	December 15, 1965	3¼%
2,700,000	December 15, 1966	3¼%
2,900,000	December 15, 1967	3¼%
3,100,000	December 15, 1968	3¼%
3,300,000	December 15, 1969	3¼%
3,400,000	December 15, 1970	3¼%
3,500,000	December 15, 1971	3¼%
3,500,000	December 15, 1972	3¼%
3,500,000	December 15, 1973	3¼%
55,612,000	December 15, 1983	3½%
<hr/>		
\$92,912,000		
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The bonds are callable at the option of the Authority, as a whole at any time, or in part on any interest payment date in inverse order of maturity, commencing on June 15, 1958 at 104% of the principal amount to and including December 15, 1962; thereafter at 103% to and including December 15, 1967; thereafter at 102% to and including December 15, 1972; thereafter at 101% to and including December 15, 1977; and thereafter at 100% plus accrued interest in each case.

REVENUES AND EXPENSES

SCHEDULE B

1959

	<i>Benjamin Franklin Bridge</i>	<i>Walt Whitman Bridge</i>	<i>Total</i>
OPERATING REVENUES			
Bridge tolls (Schedule B-1)	\$7,250,188.85	\$4,668,929.64	\$11,919,118.49
Rentals	7,100.00	675.00	7,775.00
	<hr/>	<hr/>	<hr/>
Total operating revenues	\$7,257,288.85	\$4,669,604.64	\$11,926,893.49
DIRECT OPERATING EXPENSES			
Salaries	\$1,057,904.23	\$ 893,990.84	\$ 1,951,895.07
Equipment and supplies	52,975.92	47,214.16	100,190.08
Repairs	116,392.77	133,873.70	250,266.47
Insurance	49,908.95	48,199.02	98,107.97
Miscellaneous	180,943.79	227,191.80	408,135.59
	<hr/>	<hr/>	<hr/>
Total direct operating expenses	\$1,458,125.66	\$1,350,469.52	\$ 2,808,595.18
	<hr/>	<hr/>	<hr/>
	\$5,799,163.19	\$3,319,135.12	\$ 9,118,298.31
GENERAL ADMINISTRATION EXPENSES			
Salaries		\$ 213,492.68	
Miscellaneous		89,527.00	303,019.68
		<hr/>	<hr/>
Net operating revenues			\$ 8,815,278.63
INTEREST INCOME			
Interest on investments		\$1,060,264.71	
Interest on bank balances		57,123.44	1,117,388.15
		<hr/>	<hr/>
Net income before interest on debt, port development expenses and discounts and premiums on bonds			\$ 9,932,666.78
INTEREST ON FUNDED DEBT			
1946 Refunding bonds		\$ 7,893.83	
1953 First series revenue bonds		3,245,030.40	3,252,924.23
		<hr/>	<hr/>
Net income before port development expenses and discounts and premiums on bonds			\$ 6,679,742.55
PORT DEVELOPMENT EXPENSES			
			305,958.61
			<hr/>
Net income before discounts and premiums on bonds			\$ 6,373,783.94
DISCOUNTS AND PREMIUMS			
Premiums on purchase and redemption of 1953 First Series revenue bonds		\$ 161,840.00	
Discounts on purchases of 1946 refunding bonds		(24,200.00)	137,640.00
		<hr/>	<hr/>
Balance of net income			\$ 6,236,143.94
EQUITY			
Balance at beginning of year			79,917,023.03
			<hr/>
Balance at end of year			\$86,153,166.97
			<hr/> <hr/>

1959 TRAFFIC CLASSIFICATION AND REVENUE

CLASSIFICATION

BENJAMIN FRANKLIN
BRIDGE

WALT WHITMAN
BRIDGE

COMBINED TOTALS

	Toll	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Passenger Autos and Light Trucks ..	\$.25	20,800,102	\$5,200,025.50	13,679,269	\$3,419,817.25	34,479,371	\$ 8,619,842.75
Commutation Tickets .....	.18 ³ / ₄	1,967,162	368,842.88	1,822,233	341,668.69	3,789,395	710,511.57
Buses .....	.50	1,000,817	500,408.50	36,169	18,084.50	1,036,986	518,493.00
Motor Trucks .....	.50	501,872	250,936.00	210,047	105,023.50	711,919	355,959.50
Motor Trucks .....	.75	345,543	259,157.25	167,236	125,427.00	512,779	384,584.25
Motor Trucks	1.00	22,446	22,446.00	13,470	13,470.00	35,916	35,916.00
Motor Trucks	1.50	6,285	9,427.50	4,205	6,307.50	10,490	15,735.00
Motor Trucks	2.50	3,508	8,770.00	4,993	12,482.50	8,501	21,252.50
Tractors and Trailers	1.20	164,776	197,731.20	132,402	158,882.40	297,178	356,613.60
Tractors and Trailers	1.60	244,385	391,016.00	250,422	400,675.20	494,807	791,691.20
Tractors and Trailers	2.00	2,928	5,856.00	3,049	6,098.00	5,977	11,954.00
Autos and Trailers .....	.40	17,197	6,878.80	20,893	8,357.20	38,090	15,236.00
Special Permits		124	2,127.00	423	7,498.85	547	9,625.85
Motorcycles .....	.15	13,309	1,996.35	8,142	1,221.30	21,451	3,217.65
Horse Drawn Vehicles .....	.30	1	.30	0	0	1	.30
TOTALS		25,090,455	\$7,225,619.28	16,352,953	\$4,625,013.89	41,443,408	\$11,850,633.17
Additional Commutation Ticket Revenue			24,569.57		43,915.75		68,485.32
TOTALS PER SCHEDULE B			\$7,250,188.85		\$4,668,929.64		\$11,919,118.49

SCHEDULE C

SOURCE AND DISPOSITION OF FUNDS TO December 31, 1959

FUNDS BECAME AVAILABLE FROM:

Funded debt—net of redemptions			\$ 93,552,000.00
Operating income and United States grants			
Gross operating revenues	\$166,136,773.87		
Interest on investments	12,994,183.51		
United States grants	2,360,205.84		
			<u>\$181,491,163.22</u>
Less: Operating expenses			
Operating expenses—bridges	\$33,560,737.44		
Port development expenses	2,136,164.34		
Interest	57,851,086.04		
Premiums paid, net of premiums and discounts received, on funded debt	1,790,008.43	95,337,996.25	86,153,166.97
Total			<u>\$179,705,166.97</u>

FUNDS WERE UTILIZED FOR:

Investment in facilities			
Benjamin Franklin Bridge, net of refunds of principal and interest to July 1, 1931	\$40,373,053.50		
Benjamin Franklin Bridge, subway system	11,163,524.11		
Walt Whitman Bridge	85,911,710.09	\$137,448,287.70	
Investment in surveys			
Mass transit system for Southern New Jersey ..	\$ 329,621.31		
Proposed Northeast Philadelphia-New Jersey Bridge	17,343.60	346,964.91	137,795,252.61

AVAILABLE FUNDS AT December 31, 1959

\$ 41,909,914.36

Represented by:

Cash	\$ 370,547.46		
Investments	42,162,222.18		
Other assets	336,920.22		
			<u>\$ 42,869,689.86</u>

Less: Liabilities and reserve for replacements
and painting

959,775.50 \$ 41,909,914.36

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS SCHEDULE D
AND BALANCES AT December 31, 1959

1946 BOND SINKING FUND

Balance, December 31, 1958		\$ 6,761,276.20
Received from:		
Interest on investments	\$ 179,938.52	
General Reserve Fund	1,500,000.00	1,679,938.52
		\$ 8,441,214.72
Disbursed to:		
Purchase of 1946 Refunding Bonds	\$ 217,800.00	
Interest on 1946 Refunding Bonds	7,893.83	225,693.83
		\$ 8,215,520.89
Balance, December 31, 1959		\$ 8,215,520.89
Balance represented by:		
Cash	\$ 879.32	
Investments	8,162,510.45	
Accrued interest receivable	52,664.45	
		\$ 8,216,054.22
Less: Accrued interest payable re: 1946 Refunding Bonds	533.33	\$ 8,215,520.89

REVENUE FUND

Balance, December 31, 1958		\$ 687,039.06
Received from:		
Operating revenue, Walt Whitman Bridge	\$ 4,669,604.64	
Interest on investments	17,189.43	
Bond Reserve Fund	1,087,277.89	
General Reserve Fund	5,505,829.36	11,279,901.32
		\$11,966,940.38
Disbursed to:		
Project Operating Fund	\$ 1,311,000.00	
Bond Service Fund	3,498,302.53	
General Fund	6,619,151.03	11,428,453.56
		\$ 538,486.82
Balance, December 31, 1959		\$ 538,486.82
Balance represented by:		
Cash	\$ 20,595.84	
Investments	538,519.80	
		\$ 559,115.64
Less: Deferred income re: ticket sales	20,628.82	\$ 538,486.82

SUMMARIES OF OPERATIONS OF SPECIAL FUNDS SCHEDULE D
AND BALANCES AT December 31, 1959 Continued

PROJECT OPERATING FUND

Balance, December 31, 1958			\$ 34,552.00
Received from:			
Interest on investments	\$ 7,045.87		
Revenue Fund	1,311,000.00		1,318,045.87
			\$ 1,352,597.87
Disbursed to: Walt Whitman Bridge operating expenses			1,350,469.52
Balance, December 31, 1959			\$ 2,128.35
Balance represented by:			
Cash	\$ 1,919.27		
Investments	256,839.17		
Prepaid insurance premiums and other assets	35,966.84		
			\$ 294,725.28
Less: Accrued pensions and old age benefits payable ...	\$ 44,041.97		
Reserved for replacements and repairs	248,554.96	292,596.93	\$ 2,128.35

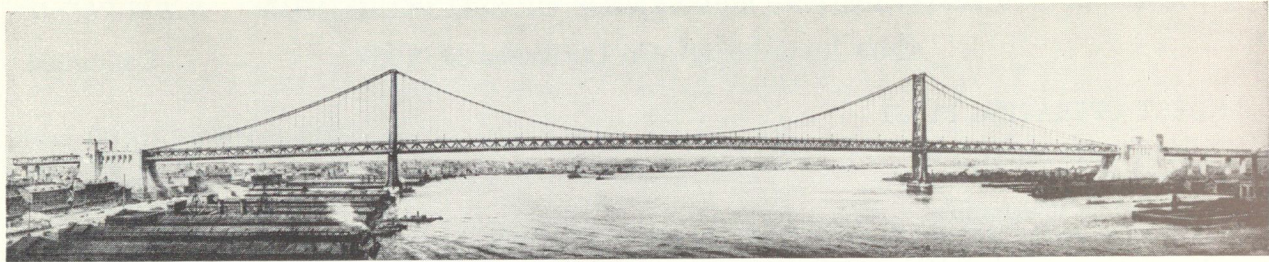
BOND SERVICE FUND

Balance, December 31, 1958			\$ 1,619,545.90
Received from:			
Interest on investments	\$ 9,554.14		
Interest on bank balances	57,123.44		
Revenue Fund	3,498,302.53		
General Fund	1,342.45		
General Reserve Fund	519.16		3,566,841.72
			\$ 5,186,387.62
Disbursed to:			
Interest on 1953 First Series Revenue Bonds	\$ 3,245,030.40		
Retirement of 1953 First Series Revenue Bonds	1,200,000.00		4,445,030.40
Balance, December 31, 1959			\$ 741,357.22
Balance represented by:			
Cash	\$ 331,319.70		
Investments	539,643.00		
Accrued interest receivable	1,297.44		
			\$ 872,260.14
Less: Accrued interest payable re: 1953 First Series Revenue Bonds	130,902.92		\$ 741,357.22

BOND RESERVE FUND

Balance, December 31, 1958			\$10,152,298.10
Received from: Interest on investments			260,206.66
			\$10,412,504.76
Disbursed to: Revenue Fund			1,087,277.89
Balance, December 31, 1959			\$ 9,325,226.87
Balance represented by:			
Investments	\$ 9,302,843.59		
Accrued interest receivable	22,383.28		\$ 9,325,226.87

THE BENJAMIN FRANKLIN BRIDGE CONNECTING PHILADELPHIA, PA., AND CAMDEN, N. J.



The Benjamin Franklin Bridge was opened July 1, 1926, physical construction having been begun January 6, 1922. The bridge widening from six to eight lanes was completed May 4, 1950.

Cost of bridge, exclusive of improvements made since 1926, was \$37,078,894.97 expended as follows:

Construction contracts	\$23,870,096.01
Real Estate Pennsylvania	\$7,668,847.01
Real Estate New Jersey ..	3,420,177.12
Engineering	1,650,266.53
Administration	469,508.30
Cost of Bridge	\$37,078,894.97
Bridge improvements (including rail transit line and bridge widening)	\$1,957,230.71
of which was received as United States grants	18,293,375.99
	\$55,372,270.96

PRINCIPAL DIMENSIONS AND QUANTITIES

Length of bridge and approaches (portal to portal)	8,291 feet
Total length including plazas	9,620 feet
Length of main span	1,750 feet
Width of bridge	128 feet, 6¾ inches
Width of roadway between curbs ..	77 feet, 10 inches
Height of towers above mean high water	382 feet, 8 inches
Clearance above mean high water in center	135 feet
Weight of main span per linear foot	26,000 pounds
Live load capacity per linear foot....	12,000 pounds
Deepest foundation below mean high water	108 feet
Total weight of bridge (portal to portal)	763,491 tons

STRUCTURAL METALWORK

Main towers	Tons
Suspended structure	9,860
Anchorage	18,565
Approaches	7,300
Structural steel for cables	25,975
Cables and suspenders	610
Structural steel in Philadelphia plaza	7,202
	1,339

TOTAL STRUCTURAL METALWORK—

ORIGINAL BRIDGE (1926)	70,851
Additional steel due to alterations	6,532

TOTAL STRUCTURAL METALWORK—

AFTER ALTERATIONS (1951)	77,383
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MASONRY

Main piers	Tons
Anchorage	121,146
Approaches	440,322
Paving	72,030
Track roadbed and ballast	37,548
	15,062
	686,108

TOTAL STRUCTURAL METALWORK AND MASONRY

763,491

CABLES

Number of cables	2
Diameter of cables	30 inches
Number of wires in each cable	18,666
Number of strands in each cable ..	61
Number of wires in each strand	306
Size of wire (No. 6) diameter .....	.192 inch
Total length of wire used	25,100 miles
Distance center to center of cables ..	89 feet
Weight of cables	6,780 tons
Weight of suspender ropes	422 tons
Diameter of suspender ropes	2¼ inches
Cable structural steel	610 tons

TOWERS

Depth Philadelphia tower pier below mean high water	58 feet, 7 inches
Depth Camden tower pier below mean high water	82 feet, 7 inches
Load on each tower from cables	35,000 tons
Field-driven rivets in each tower	145,000
(Roadway expansion joints at each tower provide for 24 inches of motion due to temperature changes.)	

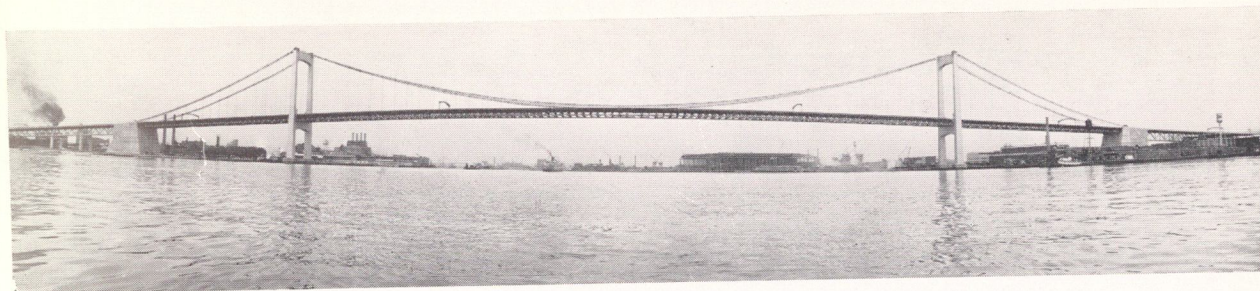
ANCHORAGES

Each anchorage occupies	¾ acre
Anchorage foundation depths below mean high water:	
Philadelphia	63 feet, 7 inches
Camden	108 feet

PAVED AREA

Roadway	71,700 square yards
Footwalks	18,510 square yards

THE WALT WHITMAN BRIDGE CONNECTING SOUTH PHILADELPHIA AND CAMDEN COUNTY, N. J.



The Walt Whitman Bridge was opened May 16, 1957, physical construction having been begun July 13, 1953. Certain construction was still in progress as of December 31, 1958.

Cost to December 31, 1957:

Construction	\$72,440,355.97
Real Estate Pennsylvania \$6,130,174.46	
Real Estate New Jersey .. 1,083,767.06	7,213,941.52
Engineering, Administration and other costs	5,939,145.80
	<u>\$85,593,443.29</u>

PRINCIPAL DIMENSIONS AND QUANTITIES

Length of bridge and approaches (portal to portal)	10,450 feet Phila. Abut. to Newton Cr.
Total length including plazas	33,200 feet
Length of main span	2,000 feet
Width of bridge	92 feet, 3 inches
Width of roadway between curbs ..	79 feet, 0 inches
Height of towers above mean high water	386 feet, 4 inches
Clearance above mean high water in center	150 feet
Weight of main span per linear foot	16,700 pounds
Live load capacity per linear foot ..	3,250 pounds
Deepest foundation below mean high water	107 feet, 8 inches
Total weight of bridge (portal to portal)	600,000 tons

STRUCTURAL METALWORK

Main towers	9,500
Suspended structure	10,660
Anchorage	525
Approaches	18,704
Structural steel for cables	577
Cables and suspenders	4,795
TOTAL STRUCTURAL METALWORK	<u>44,761</u>

MASONRY

	Tons	
Main piers	145,000	
Anchorage	297,000	
Approaches	44,493	
Paving	31,352	517,845
TOTAL STRUCTURAL METALWORK AND MASONRY		<u>562,606</u>

CABLES

Number of cables	2
Diameter of cables	23 1/8 inches
Number of wires in each cable	11,396
Number of strands in each cable	37
Number of wires in each strand	308
Size of wire (No. 6) diameter .....	.192 inch
Total length of wire used	17,000 miles
Distance center to center of cables	89 feet, 11 inches
Weight of cables	4,500 tons
Weight of suspender ropes	262 tons
Diameter of suspender ropes	2 1/4 inches
Cable structural steel	577 tons

TOWERS

Depth Philadelphia tower pier below mean high water	104 feet, 8 inches
Depth Gloucester tower pier below mean high water	74 feet, 1 inch
Load on each tower from cables	21,300 tons
Field-driven rivets in each tower	72,000
(Roadway expansion joints at each tower provide for 33 inches of motion due to temperature changes.)	

ANCHORAGES

Each anchorage occupies	0.79 acre
Anchorage foundation depths below mean high water:	
Philadelphia	59 feet, 3 1/2 inches
Gloucester	52 feet, 0 inches

PAVED AREA

Roadway	115,550 square yards
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RULES AND REGULATIONS

Benjamin Franklin and Walt Whitman Bridges

1. A maximum speed limit of forty-five miles per hour is established for traffic upon the bridges, approaches and ramps (unless otherwise posted) and no vehicle shall be operated in excess of the speed prescribed by bridge, ramp and highway signs.

2. No vehicle exceeding 150,000 pounds gross weight shall be permitted to cross the Walt Whitman Bridge or the Benjamin Franklin Bridge. Maximum allowable load per axle is 20 tons; maximum allowable load per wheel, 5 tons; maximum allowable load per inch width of tire 600 pounds; main axles of trailers must be at least 25 feet apart and gross weight must be distributed over a minimum lineal distance of 37 feet if the gross weight exceeds 80,000 pounds. The main axles of trailers must be at least 12 feet apart if the gross weight is 80,000 pounds or less. No vehicle exceeding 80,000 pounds gross weight shall be permitted unless equipped with pneumatic tires.

3. No vehicle with metal tires or treads allowed on the bridges, approaches or ramps.

4. Transportation of explosives over Port Authority Bridges, approaches or ramps is prohibited.

5. Trucks, tractors and trailers 60,000 pounds or less gross weight, and buses, must stay in the curb lanes of the eight-lane portion of the Benjamin Franklin Bridge and the seven-lane portion of the Walt Whitman Bridge. These vehicles shall not pass any other vehicle proceeding in the same direction, except under the authority and direction of a member of the Port Authority Bureau of Police; provided, however, this is not to apply in any case where a vehicle has come to a full stop; in which event the standing vehicle may be passed, but only after the operator of the over-taking vehicle has ascertained that it is safe to do so.

6. Special permit vehicles, when permitted, must stay out of the curb lanes of the eight-lane portion of the Benjamin Franklin Bridge and the seven-lane portion of the Walt Whitman Bridge. These vehicles shall be permitted to use the bridges only under conditions of strict police escort. When permitted on the bridges, special permit vehicles shall use lanes 2 and 3 or 6 and 7 on the Benjamin Franklin Bridge; and lane number 2 or lane number 6 on the Walt Whitman Bridge. Maximum speed for special permit vehicles shall be 8 miles per hour.

7. Under no circumstances, shall any vehicle be parked, stopped, loaded or unloaded—or allowed to stand upon the bridges, approaches, or ramps and the shoulders thereof, upon any grassy areas or upon any other portion of the property under the jurisdiction of the Port Authority, (1) for the purpose of selling food products, beverages, or any other goods, wares,

merchandise, or services, or for the distribution of samples, pamphlets or advertising matter of any sort; and (2) or for any other purpose.

8. Vehicles with improperly secured loads are prohibited from using the bridges, approaches or ramps.

9. Vehicles carrying baled or loose hay, straw, or paper must be covered with a canvas or tarpaulin to eliminate spillage.

10. Vehicles carrying garbage, mash, wet grain, wet hides or any draining or dripping cargo must have water-tight bodies. If the body of the truck carrying such a cargo is not equipped with a top, the cargo must be fully covered with a canvas or tarpaulin cover.

11. Bicycles without motors and animals led, ridden or driven on the hoof are prohibited on the bridge roadways, approaches, ramps, and highways of the Benjamin Franklin Bridge and the Walt Whitman Bridge. Vehicles drawn by animals are prohibited on the Walt Whitman Bridge.

12. Bicycle riding is prohibited on the footwalks of the Benjamin Franklin Bridge.

13. Pedestrians are prohibited on the Walt Whitman Bridge, its approaches, ramps and highways.

14. Soliciting of rides in vehicles, commonly known as "hitchhiking", at or near the toll booths and on all other portions of the bridges, approaches or ramps, shoulders and interchanges, or in the vicinity thereof, is prohibited. Loitering in or about the toll booths and all other portions of the bridges, approaches and ramps for the purpose of "hitchhiking" or for any other purpose, is prohibited. Stopping of vehicles on any of the aforesaid portions of the bridges, approaches and ramps for the purpose of picking up or discharging "hitchhikers" is prohibited.

15. No person shall litter any of the bridges, approaches, ramps or property under the jurisdiction of the Port Authority with bottles, cans, paper, garbage, rubbish or other material of any kind. Throwing or discarding such material from bridges of Port Authority property is prohibited.

16. No person shall remove, damage or deface any property, fence, sign or public notice located within the right-of-way of Port Authority facilities.

17. No person shall cut, mutilate, damage or remove any trees, shrubs or plants located on Port Authority property.

18. No fee or charge for emergency service shall be requested by or paid to any Port Authority employee.

19. Evasion or the attempted evasion by any person of the payment of tolls established by the Port Authority, or violation by any person of any of the above Rules and Regulations shall be punishable according to law.

SCHEDULE OF TOLL

Benjamin Franklin and Walt Whitman Bridges

Passenger Automobile.....	\$.25
40-Trip Commutation Ticket Book.....	7.50
(Good for one month, including date of purchase, for passenger cars and trucks to and including 7,000 pounds gross weight. Not transferable. Detached tickets will not be accepted. Unused tickets are not redeemable.)	
Passenger Automobile and Trailer.....	.40
Passenger Bus.....	.50
Motorcycle.....	.15
Horse or Horse-Drawn Vehicle.....	.30
(Benjamin Franklin Bridge only)	
Trucks: 7,000 pounds gross weight.....	.25
7,001 to 19,000 pounds gross weight.....	.50
19,001 to 30,000 pounds gross weight.....	.75
30,001 to 36,000 pounds gross weight.....	1.00
36,001 to 40,000 pounds gross weight.....	1.50
(Trucks in excess of 40,000 pounds gross weight, when permitted, will be charged \$1.50 for the first 40,000 pounds plus \$.25 per 2,000 pounds, or fraction thereof, of such gross weight in excess of 40,000 pounds.)	
Truck and Trailer of a combined gross weight not exceeding 19,000 pounds (regardless of axle count).....	.50
Tractor and Trailer (to 60,000 pounds gross weight)	
2 axles.....	1.00
3 axles.....	1.20
4 axles.....	1.60
5 axles.....	2.00
Trucktractor or Truck Chassis:	
7,000 pounds vehicle weight.....	.25
7,001 to 19,000 pounds vehicle weight.....	.50
19,001 to 30,000 pounds vehicle weight.....	.75
Special Permit: 60,001 pounds and upward—\$10 permit fee required, plus \$1.00 for the first 36,000 pounds and \$.25 for each 2,000 pounds, or fraction thereof, in excess of 36,000 pounds.	

1. Horses and horse-drawn vehicles are not permitted on the Walt Whitman Bridge.

2. Truck, bus and commutation tickets sold at the Benjamin Franklin Bridge or Walt Whitman Bridge will be accepted interchangeably on either bridge.

3. Evasion or the attempted evasion by any person of the payment of tolls established by the Delaware River Port Authority is punishable according to law.

